

THOROUGH GUIDES

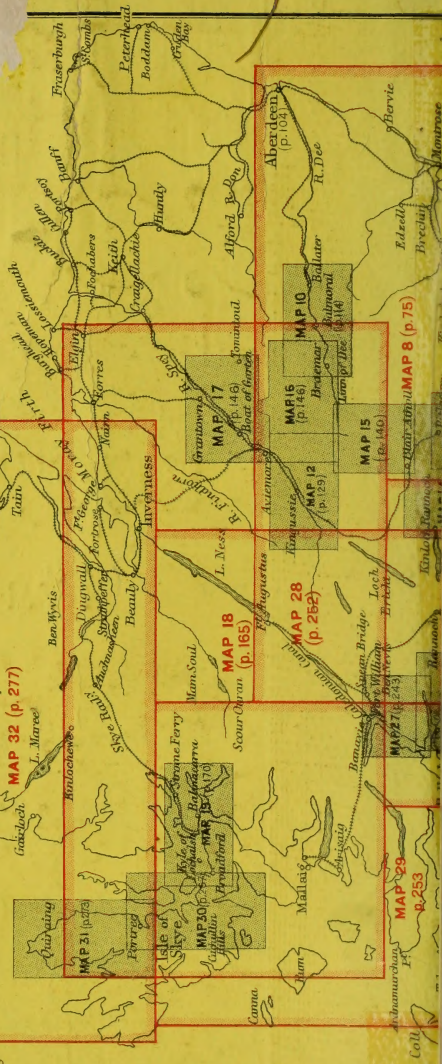
SCOTLAND

PART I.

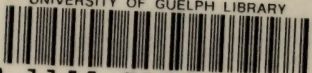
The figures (p.64) indicate the pay, ϵ , where they are to be found

The figures (p.64) indicate the pay, ϵ , where they are to be found

Railways



UNIVERSITY OF GUELPH LIBRARY



3 1188 01094164 5

Badderley, M.J.B.
Scotland (Part 1) : Edinburgh,
Edinburgh, Glasgow and the
Highlands

28

CONSISTING OF

TIME & FARE TABLES

OF

APPROACHES FROM ALL PARTS

AND

STEAMER & COACH ROUTES IN THE DISTRICT.

The Highlands of Scotland

(AS FAR AS DESCRIBED IN THIS VOLUME).

SEASON 1905.

* * * These Tables contain full information as to Approaches from all parts, and such routes, and such only, as Tourists may require to use in the District.

INDEX.

	PAGE.
New Railways, etc.	2
Tourist Tickets	3
Approaches :	
West Coast Route	4
East Coast "	5
Midland "	6

Steamers (Sea).

"Columba"	7
Oban, Skye, Gairloch, and Stornoway	7
" and Inverness (Caledonian Canal)	8
Oban to Staffa and Iona	9
Other Sailings between Glasgow, Oban, and the Highlands and Islands	9, 10, 11
"Lord of the Isles," and Lochgoilhead	13

Steamers (Inland Lochs).

	PAGE			
Loch Awe	12	Loch Lomond		14
" Etive	13	" Long		15
" Katrine	14	" Maree		12
		" Tay		15

Coaches (alphabetical)	16, 17, 18, 19
Swift Steamer Fares from Glasgow	19
Daily Conveyances from Oban	20

DULAU & CO., 37 SOHO SQUARE, LONDON.

[All Rights Reserved.]

802460

NEW RAILWAYS.

(1) **Connel Ferry** (6 m. from Oban) to **Ballachulish**, 28½ m. (Caledonian, see p. 334). *Appin Station* is about 2 miles distant from the pier at Port Appin, and 5 miles further, about *Duror*, the line again passes behind a promontory, reaching the coast again at *Kentallen* (licensed ref.-rm.), where a new pier has been erected, and Mr. MacBrayne's steamers between Oban, Ballachulish and Fort William call regularly (see p. 8, yellow). The inn at *Creagan* (p. 242) is hardly 5 minutes' walk from the station, that at *Duror* about 1½ miles, and Ballachulish Hotel 7 minutes' walk from Ballachulish Ferry Station.

There are about five trains a day from Oban, in 1½ to 2 hours. An interesting day's excursion is to go by rail to Ballachulish (Ferry) take a dip into Glencoe, and return by steamer, or—better—*vice versa*.

(2) **St. Fillans** to **Lochearnhead** and **Balquhiddier** (Caledonian), 10 m.; abt. 6 trains a day (*Map*, p. 79). This new line, which forms a connecting link between the East and the West (Perth and Oban) has just been opened throughout. The line runs alongside and above the road and the north shore of the lake, almost in a straight line, the whole way to **Lochearnhead** (7 m.), and therefore needs no further description than that of the road contained on pages 68 and 81. The station at *Lochearnhead* is behind and above the hotel. From it there is a sharp winding ascent to Balquhiddier (formerly Lochearnhead) station, where the trains join the Callander and Oban Railway.

(3) **Spean Bridge** to **Invergarry** and **Fort Augustus** (Highland), 23 m.; about 4 trains a day in 1 hour. Fully described on p. 333. Invergarry is the centre of attraction on this route, but the station is from 3 to 4 miles short of the village, and the next station—*Aberchalder*—about the same distance beyond it.

(4) The beautiful line (North British) from **Fort William** to **Banavie** and **Mallaig** is fully described on p. 328. It has been open for four years. The finest bits are from and about the viaduct at Glenfinnan and the ten miles between Lochailort and Arisaig—perhaps the most enchanting bit of railway in the kingdom.

N.B.—**Tourist Tickets** (see p. 3) to Edinburgh or Glasgow and places north thereof by any of the English Companies are available for a visit to both those towns without extra charge, the journey between them being made by either the Caledonian or the North British, as the case may be.

SPECIAL STEAMER TRIPS FROM MALLAIG.

Leaving Mallaig about 2 p.m. after arrival of the "Gael" from Oban, steamer from North and mail train from Fort William; to Loch **Seavaig**, *Tu. and Sat.*; **Coruisk**, **Nevis**, and **Hourn**, *Tu., Th., and Sat.* till Sept. 16; **other lochs**, *Th.*; returning to Mallaig and Kyle of Lochalsh in time for special train (7.30) from Mallaig to Fort William. Fare for sea-trip, 7s. 6d.

(Available for Return till December 31st, subject to slight alteration.)

Are issued from May 1st to October 31st, from most places of any importance in England and Wales to Aberdeen, Aberfeldy, Aberfoyle, Aboyne, Achnasheen, Alloa, Arbroath, Ardrishaig, Ardrossan, Arisaig, Ayr, Ballachulish, Ballater, Banavie, Balloch, Blair Atholl, Blairgowrie, Boat of Garten, Breechin, Bridge of Allan, Callander, Carr Bridge, Comrie, Connel Ferry, Crieff, Dalnally, Daviot, Dunblane, Dundee, Dunkeld, Edinburgh, Edzell, Forfar, Forbes, Fort Augustus, Fort William, Glasgow, Gourrock, Grantown, Greenock, Helensburgh, Inveraray, Inverness, Killin, Kingussie, Kyle of Lochalsh, Larbert, Loch Awe, Mallaig, Melrose, Montrose, Nairn, Oban, Perth, Pitlochry, Rannoch, Roy Bridge, St. Andrews, St. Fillans, Spean Bridge, Stirling, Stornoway, Strathpeffer, Strome Ferry, Struan, Tarbet (Loch Lomond), Tarbert, Taynuilt, Tomatin, Tulloch, and Tyndrum.

Subject to slight changes annually.

	EDINBURGH.				GLASGOW.				OBAN* (by train)				PERTH.				ABERDEEN.				INVERNESS.			
	1 cl.		3 cl.		1 cl.		3 cl.		1 cl.		3 cl.		1 cl.		3 cl.		1 cl.		3 cl.		1 cl.		3 cl.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
London	109	650	0	110	352	0	132	060	0	123	354	0	133	656	0	146	1160	0	146	1160	0	146	1160	0
Birmingham	83	642	0	84	342	0	106	054	0	97	349	0	116	256	0	128	660	0	128	660	0	128	660	0
Bradford	56	630	0	57	330	0	79	042	0	70	336	0	89	246	0	101	653	0	101	653	0	101	653	0
Bristol.....	106	655	0	107	354	0	129	066	0	120	360	0	139	266	0	151	174	0	151	174	0	151	174	0
Cambridge ..	98	850	0	99	552	0	121	260	0	112	554	0	131	456	0	144	1160	0	144	1160	0	144	1160	0
Cardiff.....	110	655	0	105	650	0	127	362	0	118	857	0	137	566	0	151	576	0	151	576	0	151	576	0
Derby	77	641	0	78	341	0	100	053	0	91	348	0	110	256	0	122	660	0	122	660	0	122	660	0
Dublin—																								
W'land Row	102	652	0	97	652	6	—	—	—	110	658	0	129	668	0	—	—	—	—	—	—	—	—	—
North Wall	96	652	0	91	652	6	—	—	—	104	658	0	123	668	0	—	—	—	—	—	—	—	—	—
Hull.....	67	836	0	68	537	0	90	248	0	81	543	0	100	453	0	112	860	0	112	860	0	112	860	0
Leeds	56	630	0	57	330	0	79	042	0	70	336	0	89	246	0	101	654	0	101	654	0	101	654	0
Leicester.....	83	344	0	84	344	0	106	056	0	97	351	0	116	256	0	129	760	0	129	760	0	129	760	0
Liverpool	60	032	0	55	027	0	76	939	0	68	235	0	86	1143	0	100	453	0	100	453	0	100	453	0
Manchester ...	61	933	0	61	932	0	83	645	0	74	1139	0	93	849	0	107	157	0	107	157	0	107	157	0
Newcastle ...	34	1119	0	44	523	0	63	1135	0	50	525	0	69	835	0	79	1143	0	79	1143	0	79	1143	0
Nottingham...	79	442	0	80	242	0	101	1154	0	93	248	0	112	156	0	124	060	0	124	060	0	124	060	0
Oxford	104	050	0	104	351	0	126	060	0	117	554	0	133	656	0	146	1160	0	146	1160	0	146	1160	0
Plymouth.....	143	1073	0	144	772	0	166	784	0	157	779	0	176	685	0	188	593	0	188	593	0	188	593	0
Sheffield	68	636	0	69	336	0	91	348	0	82	343	0	101	252	0	113	660	0	113	660	0	113	660	0
York	56	630	0	57	330	0	79	042	0	70	336	0	89	246	0	101	654	0	101	654	0	101	654	0

* Tickets to **Oban** are issued also *via* **Greenock, Gourrock, or Craighendran**, and thence by steamer, or by train one way and steamer the other, at nearly the same rates. *No second class by rail.*
 Tickets are issued to **Fort William** at slightly higher rates than to Oban. For the innumerable **Circular Tours** consult the **Tourist Programmes** of the Railway and Steamboat Companies:—Caledonian, Glasgow; Glasgow and South-Western, Glasgow; Great North of Scotland, Aberdeen; Highland, Inverness; North British, Edinburgh; David MacBrayne Glasgow.

"WEST COAST ROUTE," L. & N.W. and CALEDONIAN.

(Please observe foot-notes.)

M.	Weekdays.	A	B	C	D	E	F	G	H	I	K
		ngt.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	London (Euston) dep.	12. 0	5.15	8.30	10. 0	11.30	2. 0	8. 0	8.50	10. 0	11.35
82½	Rugby	2.12	7.10	10.12	11.36	12.18	3.44	9.50	10.53	11.57	—
—	Bristol (Midland) ..	—	1. 3	—	—	9.45	12.50	6. 5	7.55	—	—
—	Birmingham	3.10	7.20	10.35	—	12.25	3.35	8.45	11. 5	—	—
133½	Stafford	4. 4	8.18	11.45	—	1.30	4.32	9.41	11. 1	1.17	—
—	Plymouth	8. 0	—	12. 5	—	—	8.35	12.40	3.50	—	—
53	Exeter	10. 8	—	1.45	—	7. 0	10.38	2.18	5.28	—	—
128	Bristol ...	12.25	—	9. 0	—	9.30	12.45	4.30	7.40	—	—
—	Cardiff	12.35	—	8.43	—	9.30	12.38	5. 8	7.40	—	—
—	Newport (Mon.)	12.58	—	9.23	—	9.52	1. 2	5.38	8. 1	—	—
180	Hereford	2.25	—	10.44	—	11.26	2.40	6.10	9.45	—	—
—	Swansea (Victoria) ...	—	—	6.30	—	6.30	12. 0	3. 0	7. 0	—	—
248	Shrewsbury	3.40	6.55	11.55	—	12.42	3.55	7.28	11. 5	—	—
280	Crewe	4.20	8.13	12.28	—	1.35	4.34	8.10	12.10	—	—
158	Crewe	4.45	9.20	12.35	1. 7	2.40	5.19	11.21	1. 2	2. 0	2.56
—	L'v'rpool (Lime St.) dep.	—	—	—	1.25	2.40	—	10.15	12.45	—	—
—	(Exch.) ..	—	9.50	12.50	—	2.55	5.50	—	—	—	—
—	M'anch's't'r (Exch.) ..	—	9.20	—	1.10	—	5.45	10.15	1. 0	—	—
—	(Vic.) ..	—	9.50	12.40	—	2.35	5.15	—	—	—	—
209	Preston	6. 5	10.36	1.36	—	3.40	6.20	—	—	3. 8	—
—	{ dep.	6.11	10.50	1.45	—	3.48	6.25	11.28	—	3.15	—
299	Carlisle	8.52	12.33	3.27	3.58	5.43	8. 8	2.12	4.15	5.20	5.28
—	{ dep.	9. 0	12.40	3.43	4. 0	5.48	8.10	2.13	4.22	—	5.30
400	Edinb'gh (Prin. St.) arr.	12.18	3. 0	5.50	6.45	7.55	10.30	—	6.50	7.35	—
401½	Glasgow (Central) ..	12.35	3. 0	6. 0	6.15	7.55	10.20	—	6.40	7.25	—
425	Gourock Pier.....	p.m.	4.34	7.15	7.35	9.30	12.23	—	8.14	9.10	—
440	Rothsay (steamer) ...	—	5.40	p.m.	8.40	p.m.	—	—	a.m.	10.15	—
516	Oban (steamer).....	—	—	—	—	—	—	—	—	4.50	—
418	Stirling	—	4. 2	—	7. 5	—	11.34	4.34	—	8.10	—
434	Callander	—	5.30	—	8. 0	—	12.40	6. 3	—	10.43	—
489	Oban	—	9. 5	—	—	—	4.45	8.50	—	2.10	—
450	Perth	—	5.30	—	8. 0	—	12.25	5.20	—	8.50	—
—	Perth	—	6.48	—	8. 5	—	12.35	6. 0	—	9.17	—
472	Dundee	—	7.15	—	8.40	—	1. 5	6.35	—	9.45	—
—	Perth	—	6.50	—	8. 3	—	12.30	5.25	—	9. 0	—
539½	Aberdeen	—	9. 5	—	10.20	—	3. 5	7.15	—	11.25	—
—	Perth	—	7. 5	—	8.15	—	12.50	5.15	—	9.25	11.50
465½	Dunkeld	—	7.32	—	8.52	—	1.26	6. 5	—	10. 7	12.36
478½	Pitlochry	—	7.57	—	9.22	—	1.52	6.38	—	10.38	1.10
485½	Blair Atholl	—	8.10	—	9.40	—	2. 8	6.10	—	10.54	1.25
522	Kingussie	—	p.m.	—	p.m.	—	3.29	7.22	—	12. 2	1.50
534	Aviemore	—	—	—	—	—	3.52	7.48	—	12.35	2.15
546	Grantown	—	—	—	—	—	4.25	9. 5	—	1. 5	2.45
568	Inverness	—	—	—	—	—	5.10	9. 8	—	1.50	4.15
650	Kyle of Lochalsh	—	—	—	—	—	11.52	1.15	—	6.10	9.25
							noon	p.m.		p.m.	p.m.

Luncheon and Dining Cars by day trains. **Sleeping Cars** by night trains (subject to revision).

SPECIAL NOTE. These tables indicate the times of the principal train services. During the season several supplementary (or relief) trains are run both morning and evening.

"EAST COAST ROUTE," G.N., N.E., and N.B.

(via Forth Bridge). WEEKDAYS.

M.		A	B	C	D	E	F	G	H	I	K
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	L'ndon (K'sX) dep.	5.15	5.20	10. 0	10.10	11.25	2.20	8.15	8.45	11.30	11.45
76	Peterborough ... "	5.28	6.54	10.33	—	12.16	3.29	8.15	10.20	12.33	12.33
—	Nottingham ... "	5.25	7. 0	10.24	11.20	12.25	3.25	8.35	9.55	11. 0	11. 0
105½	Grantham "	7.24	7.39	11.14	12.15	1. 2	4.26	10.19	11. 5	1.34	1.49
156	Doncaster dep.	8.33	8.57	1. 6	—	2.29	4.50	9.30	12.17	—	2.15
—	Hull "	7.25	8.35	—	12. 5	12.58	5. 5	8.40	11.25	—	—
—	Leeds "	8.50	9.40	—	1.20	2.28	5.20	10.50	—	—	2.48
188	York { arr.	9.18	9.42	—	1.53	—	6. 3	11.50	1. 5	3. 5	3.20
	{ dep.	9.38	9.57	—	2. 3	3.20	6.12	11.57	1.14	3.12	3.27
232	Darlington "	—	10.55	1.53	—	4.18	7. 4	11.28	2.11	—	4.32
272	Newcastle { arr.	11. 0	11.57	3.20	3.40	5. 7	7.55	1.27	2.56	4.42	4.57
	{ dep.	11. 8	12.17	3.28	3.48	5.15	8. 2	1.32	3. 6	4.47	5. 2
395	Edinburgh arr.	1.30	3.40	6.15	6.25	8. 5	10.45	4. 0	5.55	7.15	7.30
—	Edinburgh ... dep.	2. 5	4. 0	6.40	p.m.	9.10	p.m.	4.30	6.10	7.40	—
442	Glasgow ... arr.	3.24	5.15	7.50	—	10.25	—	5.35	7.23	8.50	—
—	Edinburgh ... dep.	2. 5	4. 0	—	—	—	—	4.30	6.45	7.40	9. 5
464	Craigendoran arr.	4.38	6.11	—	—	—	—	7.27	8.38	10. 7	11.28
485	Rothsay(Str) "	5.50	8.10	—	—	—	—	—	10.15	12. 2	12.44
554	Oban (Str) "	—	—	—	—	—	—	—	4.50	—	—
564	Fort William ... "	9.38	—	—	—	—	—	9.43	11.59	2.25	5.38
566	Banavie "	p.m.	—	—	—	—	—	9.53	12.16	—	5.51
606	Mallaig "	—	—	—	—	—	—	11.32	1.55	—	7.30
—	Edinburgh ... dep.	3.30	4. 5	—	—	9.10	—	—	6.35	—	a.m.
431	Stirling arr.	4.40	5.23	—	—	11. 0	—	—	8.10	—	—
447	Callander ... "	5.30	6. 6	—	—	12.40	—	—	8.52	—	—
518	Oban "	9. 5	9. 5	—	—	4.45	—	—	12. 0	—	—
—	Edinburgh ... dep.	2.10	4.25	6.35	—	9.15	—	4.10	6.25	7.45	—
457	Dundee arr.	3.37	6.16	8. 5	—	10.51	—	5.28	8.34	9.11	—
528	Aberdeen ... "	6. 0	8.40	10. 5	—	12.50	—	7.20	a.m.	11.10	—
—	Edinburgh dep.	2. 0	4.15	6.40	—	9. 5	—	4. 4	—	7.30	—
438	Perth { arr.	3.10	5.45	7.51	—	10.36	—	5.14	—	8.55	—
	{ dep.	4.10	7. 5	8.15	—	11.50	—	5.15	—	9.25	—
453	Dunkeld arr.	5.10	7.30	8.52	—	1.26	—	6. 5	—	10. 7	—
466	Pitlochry "	4.55	7.57	9.22	—	1.52	—	6.37	—	10.38	—
473	Blair Atholl "	5.10	8. 0	9.40	—	2. 8	—	6.10	—	10.54	—
519	Kingussie "	6.20	p.m.	p.m.	—	3. 9	—	7.22	—	12. 2	—
—	Aviemore June.	6.50	—	—	—	3.52	—	7.48	—	12.35	—
534	Grantown "	7.20	—	—	—	4.25	—	9. 5	—	1: 5	—
556	Inverness ... arr.	7.50	—	—	—	5.10	—	9. 8	—	1.50	—
—	Kyle of Lochalsh.....	p.m.	—	—	—	11.52	—	1.15	—	6.10	—
						noon		p.m.		p.m.	

Luncheon and Dining Cars by day trains. **Sleeping Cars** by night trains (subject to revision).

SPECIAL NOTE. These tables indicate the times of the principal train services. During the season several supplementary (or relief) trains are run both morning and evening.

"MIDLAND ROUTE," MID., G.&S.W., N.B.

(via Forth Bridge). WEEKDAYS.

Observe carefully the footnotes.

M.		A	B	C	D	E	F	G	H
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	ngt.
—	London (St. Pancras) .....dep.	5.15	9.30	9.45	11.30	1.30	7.15	9.30	12. 0
99	Leicester " "	7.20	11.26	11.26	1.30	3.25	9. 4	10.45	2. 0
126	Nottingham " "	7.35	11. 7	11. 7	1. 0	2.42	8.55	12. 0	2. 0
—	Plymouth (Mill Bay)....p.m.	8. 0	—	—	—	8.30	2.15	3.50	—
53	Exeter " "	10. 8	—	—	7. 0	10.15	4. 5	5.28	—
128	Bristol .....a.m.	1. 3	—	—	9.45	12.20	6. 5	7.55	8.15
—	Bath .....dep.	11. 0	—	—	8.42	11.53	5.25	7.35	—
165	Gloucester " "	2.15	8.20	8.20	10.31	12.50	6.59	8.46	9.20
220	Birmingham " "	4. 8	10.10	10.10	11.47	2.25	8.15	10.33	11.25
262	Derby " "	6.55	11.30	11.30	12.50	3.33	9.17	11.37	12.55
—	Sheffield.....arr.	8.34	12.34	12.34	1.42	4.21	10. 6	12.30	1.49
158	Sheffield .....dep.	9. 0	12.53	12.53	3. 8	4.43	10.19	12.38	1.54
196	Leeds { arr. 9.52 1.22 1.40 3.22 5.30 11. 4 1.40 4. 0	10. 0	1.28	1.48	3.28	5.33	11.23	1.50	4.10
—	Bradford .....dep.	9.40	12.52	1. 0	2.55	5. 5	10.47	1.20	2. 5
219	Skipton " "	10.37	1.14	—	3.35	5.40	11.33	1.56	7.4
—	Liverpool (Exchange) " "	9.30	12.35	—	2.20	4.35	—	12.45	—
—	Manchester (Victoria) " "	9.35	12.30	—	2.25	4.40	—	12.50	—
229	Hellifield " "	11. 0	—	2.17	4.21	6.27	12. 0	2.45	7.50
308	Carlisle .....arr.	12.42	3.45	4. 0	5.50	7.55	1.25	4.15	6.23
—	Carlisle .....dep.	12.47	—	4. 5	5.55	8. 0	—	4.35	6.30
341	Dumfries .....arr.	1.26	—	4.44	6.35	8.38	—	5.14	7. 9
438	Greenock (Pr. Pier) ...arr.	4.37	—	8. 2	9.52	12. 5	—	8.38	10.20
454	Rothsay (steamer)..... " "	5.36	—	9.20	—	—	—	10.15	1. 5
528	Oban (steamer) " "	—	—	—	—	—	—	4.50	—
423	Glasgow (St. Enoch) ... " "	3.20	—	6.35	8.25	10. 5	—	7. 5	9. 0
—	Carlisle .....dep.	12.50	3.50	p.m.	6. 5	8. 2	1.35	4.20	8. 5
369	Melrose .....arr.	2.31	—	—	7.38	S.D.	—	6.36	11. 4
406	Edinburgh (Waverley)... " "	3.30	6. 5	—	8.35	10.25	3.45	6.45	12.10
—	Edinburgh .....dep.	3.52	—	—	—	p.m.	4.30	7.40	—
575	Fort William .....arr.	9.38	—	—	—	—	9.43	2.25	—
577	Banavie " "	—	—	—	—	—	9.53	*4.11	—
617	Mallaig " "	—	—	—	—	—	11.32	*5.50	—
—	Edinburgh .....dep.	4. 5	6.40	9.10	—	—	6.35	—	—
442	Stirling .....arr.	5.26	7.53	11. 0	—	—	8.10	—	—
458	Callander " "	6. 6	—	12.40	—	—	8.52	—	—
529	Oban " "	9. 5	—	4.45	—	—	12. 0	—	—
—	Edinburgh .....dep.	4.25	6.35	9.15	—	—	4.10	7.35	1.50
468	Dundee .....arr.	6.15	8. 5	10.51	—	—	5.28	9. 6	3.37
539	Aberdeen " "	8.40	10. 5	12.50	—	—	7.20	11.10	6. 0
—	Edinburgh .....dep.	4.15	6.40	9. 5	—	—	3.55	7.30	10. 0
449	Perth { arr. 5.45 7.52 10.36	7. 5	8.15	12.50	—	—	5. 5	8.55	11. 9
464	Dunkeld.....arr.	7.32	8.52	1.26	—	—	5. 5	10. 7	12.36
477	Pitlochry " "	7.57	9.22	1.52	—	—	6.38	10.38	1.10
484	Blair Atholl ... " "	8.10	9.40	2. 8	—	—	6.10	10.54	1.25
521	Kingussie " "	p.m.	p.m.	3.29	—	—	7.22	12. 2	1.50
533	Aviemore " "	—	—	3.52	—	—	7.48	12.35	2.15
545	Grantown " "	—	—	4.25	—	—	9. 5	1. 2	2.45
567	Inverness " "	—	—	5.10	—	—	9. 8	1.50	4.15
649	Kyle of Lochalsh " "	—	—	11.52	—	—	1.15	6.10	9.25
				noon			p.m.	p.m.	p.m.

S.D.—Stops to set down from S. of Carlisle.

Luncheon and Dining Cars by day trains. **Sleeping Cars** by night trains (subject to revision).

SPECIAL NOTE. These tables indicate the times of the principal train services. During the season several supplementary (or relief) trains are run both morning and evening.

* Tu., Th., Sat.; other days, Mallaig arr., 7.30.

Steamer-Routes.

7

(Subject to alteration.)

Columba," & "Iona" to Ardrishaig, Oban and Banavie (also Islay).

During July and August there is an express service from Central Station, Glasgow, at 9.45 a.m. to Wemyss Bay; thence "Iona" direct *via* Kyles of Bute to Ardrishaig for Oban and the North.

	a.m.		a.m.
Glasgow (Bridge Wharf) ...dep.	*7. 0	Oban .....dep.	8.40
Greenock (Cstm. Ho. Quay) "	8.40	Crinan "	10.20
G. & { Glasgow (St. Enoch) dep.	8.20	Loch { Oban (train) .....dep.	7.55
S. W. { Greenock (Princes Pier) arr.	9. 0	Awe { Loch Awe (steamer) ... "	8.50
Greenock (Princes Pier) dep.	9. 3	Rte. { Ford (coach) "	10.55
Cal. { Edinburgh (Pr.-st.) dep.	7.10	Ardrishaig .....dep.	1. 0
{ Glasgow (Central)... "	8.30	Islay .....dep.	8.30
Gourock Pier arr.	9.15	Tarbert .....dep.	1.40
Gourock Pier dep.	9.15	Tighnabruaich "	2.40
N.B. { Edinburgh (Wav.) dep.	a 6.45	Rothsay "	3.30
{ Glasgow (Queen St.) .. "	8. 7	Dunoon "	4.10
Craigendoran Pier arr.	8.44	N.B. { Dunoon (steamer) .....dep.	4.30
Dunoon (steamer) "	9.25	{ Craigendoran Pier (trn.) .. "	5.20
Dunoon dep.	9.30	{ Glasgow (Queen St.) .. "	6.16
Rothsay "	10.15	{ Edinburgh (Wav.) .. "	b 7.51
Tighnabruaich "	10.55	Gourock Pier arr.	4.25
Tarbert "	11.55	Cal. { Gourock Pier dep.	4.40
Islay arr. abt.	4.30	{ Glasgow (Central)... arr.	5.25
Ardrishaig arr.	12.40	{ Edinburgh (Pr. St.) .. "	7.50
Loch { Ford (coach) arr.	2.50	Greenock (Princes Pier) ... arr.	4.45
Awe { Loch Awe Sta. (steam.) .. "	5.10	G. & { Greenock (Princes Pier) dep.	5. 5
Rte. { Oban (train)..... "	6.35	S. W. { Glasgow (St. Enoch) arr.	5.55
Crinan dep.	3. 0	Greenock (Cstm. Ho. Quay) arr.	4.50
Oban arr.	4.50	Glasgow (Bridge Wharf) ... "	†6.45
a 6.10 a.m. in September.	p.m.	b 9 p.m. in September.	p.m.

* Sails from Greenock after 16 Sept.

† Sails to Greenock after 16 Sept.

Fares: Glasgow to Oban, by *Crinan*, 13s., 7s. 6d.; by *Loch Awe*, single, 1st class, 17s. 6d. 3rd class, 13s.; *circular*, cabin, 1st class, 22s. 6d., 3rd class and steerage, 17s. 6d.

** There is a **second service** during July and August as far as **Ardrishaig** by the "Iona," *via* Wemyss Bay, 6.5; and Rothsay, 6.30. Trains from Central Station at 5.12; St. Enoch, 4.3; and Queen Street Station, 4.10; returning from Ardrishaig at 5.45 a.m., and reaching Rothsay, Wemyss Bay and Greenock in time for trains reaching Glasgow before 10 a.m.

Oban, Skye, Gairloch, and Stornoway. ("The Gael").

Cabin.	Steer'ge	1 July till 16 Sept.	Tu. Th. & Sat.	1 July till 15 Sept.	M.W.F.
s. d.	s. d.		a.m.		a.m.
5 0	2 6	Oban dep.	7. 0	Lochinver, Mon. }	
11 0	6 0	Tobermory .....abt.	9. 0	only, July and }	dep. 12.15
14 0	9 0	Mallaig "	11.40	Aug.	
16 0	10 0	Glenelg "	1.10	Ullapool, Fri. only,	12.15
17 0	11 0	Balmacara "	1.40	July and Aug.... }	"
—	—	Kyle of Lochalsh }	2. 0	Gairloch "	6. 0
—	—	and Kyleakin ... }		Portree "	8.30
—	—	K. of L'alsh train ..	5. 0	Broadford "	9.40
18 0	12 6	Inverness ... arr.	9.30	Stornoway ..	10.20 p.m.
20 0	12 6	Broadford arr.	2.50	K. of L'alsh arr.	3.50 a.m.
*25 0	15 0	Portree "	4.15	Kyleakin dep.	10.30
		Gairloch "	6.30	K. of L'alsh ... "	10.15
		Ullapool, Th. only, }	10. 0	Balmacara "	10.40
		July and Aug.... }		Glenelg "	11. 0
		Lochinver, Sats. }	10. 0	Mallaig "	12.45
		only, July & Aug. }		Tobermory "	3.30
		†Stornoway..... "	7.45	Oban arr.	6. 0

* Return, 37s. 6d.

† Change Steamer at Mallaig.

The times stated above are merely given for general information, and are not guaranteed.

For service between **Kyle of Lochalsh** and **Portree**, see p. 11.

Oban to Inverness (Caledonian Canal.)

M	Cabin.		Steer.				a.m.	†	§		†	p.m.
	s.	d.	s.	d.				a.m.	a.m.	a.m.	p.m.	
					Oban	dep.	—	6. 0	9.15	12.30	5. 5	6.15
14	2	0	1	6	Appin	"	—	6.40	10. 0	1.15	5.40	
					Kentallen	"	—	7.30	10.30	2. 0	6.30	
24	5	0	3	0	Ballachulish	"	—	7.40	10.45	2.15	6.40	
25	5	0	3	0	Onich (by signal) ..	"	—	7.40	10.45	2.15	6.40	
27	5	6	3	0	Corran... ..	"	—	8. 0	11.10	2.35	7.15	
35	7	0	4	0	Fort William arr.		—	8.45	12. 0	3.25	7.40	8.15
38	8	0	—		Banavie (pier)... dep.		—	9.30				
46	9	6	5	0	Gairloch (steamer) ..	"	—	10.30				
57	12	6	6	6	Laggan	"	—	11.45				
62	14	6	7	0	Cullochy	"	—	12.30				
67	16	0	7	6	Fort Augustus	"	6. 0	2. 0			p.m.	
72	16	6	8	0	Invermoriston	"	6.25	2.30			3.45	
78	17	6	8	6	Foyers... ..	"	6.50	3. 0			4.15	
80	18	0	8	6	Inverfarigaig	"	7. 0	3.10			4.45	
83	19	6	9	0	T'ple Pr. (D'adr'chit) ..	"	7.30	3.30			4.55	
98	22	0	10	6	Inverness ... arr.		9.20	5.15			5.15	
							a.m.	p.m.			p.m.	

† Daily till 16 Sept., and Tu., Th., and Sat. till 30 Sept.

‡ Daily till 15 Sept., and every Wed. till 30 Sept.

Inverness to Oban.

M	Cabin.		Steer.			a.m.	*	§	||	p.m.	*
	s.	d.	s.	d.			a.m.	a.m.	a.m.	a.m.	a.m.
...	...	...	...	...	Inverness .. dep.		11. 0			7. 0	3.30
15	2	6	1	3	T'ple Pr. (D'nadrcbit) ..		12.30			8.30	5.15
18	3	0	1	6	Inverfarigaig		12.50			8.50	5.35
20	4	0	2	0	Foyers		1. 0			9. 0	5.45
26	5	0	2	6	Invermoriston... ..		1.30			9.30	6.15
31	6	0	3	0	Fort Augustus		2.15			10.45	7. 0
36	7	0	3	6	Cullochy... ..					11 40	p.m.
41	9	6	4	6	Laggan		—			12.30	—
52	12	6	6	0	Gairloch		—			1.50	—
60	14	0	6	6	Banavie (pier) ..		—			3. 5	—
63	15	0	7	0	Fort William ..		5.45	9. 0	12.30	3.30	6.30
71	17	0	7	6	Corran		6.15	9.40	1.10	4. 5	—
73	17	6	8	0	Onich (by signal) ..		6.35	10. 5	1.30	4.25	—
74	17	6	8	0	Ballachulish ..		6.35	10. 5	1.30	4.25	—
					Kentallen		6.45	10.15	1.40	4.35	—
84	20	0	9	6	Appin		7.30	11. 0	2.30	5.30	—
98	22	0	10	6	Oban arr.		8.30	12.15	3.30	6.30	8.30
							a.m.	noon	p.m.	p.m.	a.m.

** Return Tickets at about one fare and a half.

* July and Aug. only. || Daily till 18 Sept., and Mon., Wed., and Fri. till 30 Sept.

*** For mixed service between Oban and Inverness see p. 10.

For particulars see Messrs. MacBrayne's Official Guides, 6d.

Fort William to Banavie (by train, 6 min.), 9.15, 9.47 a.m., 12.10, 5.45 p.m.**Banavie to Fort William**, 7.58 a.m., 2.44, 3.5, 3.53 p.m.

OBAN to STAFFA & IONA and Back.

Cabin Return Fare, 15s.; includes Guides and Boatmen.
S.S. "Grenadier."

Mon., Wed. and Fri.		Tues., Thurs. and Sat.	
	a.m.		a.m.
Oban	at 8.30	Oban	at 8.30
Craignure	about 9. 0	Carsaig	about 9.30
Lochaline	" 9.20	Iona.....	{ arr. 10.45
Salen	" 9.45		{ dep. 12.15
Tobermory	" 10.30	Staffa	{ arr. 12.45
Staffa	{ arr. 11.45		{ dep. 2.15
	{ dep. 1.15	Tobermory	about 3.30
Iona.....	{ arr. 1.45	Salen	" 4. 0
	{ dep. 3.30	Lochaline	" 4 30
Carsaig.....	4.45	Craignure	" 5. 0
Oban	6. 0	Oban	" 6. 0
	p.m.		p.m.

Glasgow to Western Highlands and Islands via Oban:— by mixed Passenger and Goods Boats.

Fare to Oban, 10s. ; Time, abt. 12 hrs. from Greenock.

The **CLANSMAN** every Monday, and the **CLAYMORE** every Thursday at 2 p.m. for **STORNOWAY**. Train from Central Station to Greenock at 5.25 p.m. *Return Fare, 45s.; or, including meals, 80s. Stateroom Berths, 2s. 6d. and 5s. extra.*

The new S.S. **CLYDESDALE** and **CAVALIER** every Tuesday and Friday at 1 p.m. for **INVERNESS** by Oban and Caledonian Canal. Train from Central Station to Greenock, 3.40 p.m. *Return Fare, 40s.; or, including meals, 70s. Stateroom Berths, 2s. 6d. and 5s. extra.* Returning from Inverness 4 a.m. Tuesday and Friday, reaching Glasgow Monday and Thursday mornings.

The **GLENDALE** every Monday and Thursday at 1 p.m. for **ISLAY direct**. Train to Greenock, 3.40 p.m.; returning from Port Ellen, Tu. and Fri., 6 p.m. *Fare, 10s.; Ret., including meals, 21s.*

* * Full particulars of these Sailings will be found in Messrs. MacBrayne's "Official Guide," 6d.

The ***DUNARA CASTLE** (via Colonsay) every Thursday at 2 p.m. (Train 5.40 p.m.) for the **Outer Hebrides**. *Fare for the round, 35s.; or, including meals, 65s.*

* About once a month (June, July, and August) to **ST. KILDA**. *Ret. Fare, 54s.; with meals, 84s.*

The * "**HEBRIDES**," or "**HEBRIDEAN**" (via Oban and Tobermory) every Monday at 2 p.m. (Train to Greenock, 5.20 p.m.) for the **Outer Hebrides**.

Fare for the round, 35s.; or, including meals, 65s.

* About twice a month (June, July, and August) to **ST. KILDA**. *Ret. Fare, 50s.; with meals, 84s.*

Highlands I.

Other Deep-Sea Sailings

AND CONTINUATION OF THE ABOVE.

. In the following tables punctuality can only be depended upon in those routes which are marked "passengers only," the times given in connection with the others being dependent on the quantity of cargo to be dealt with in each voyage. The sailings are arranged alphabetically. All the steamers stop at many intermediate ports.

Dunvegan, Loch Maddy, &c., to Portree	(Cabin 7s., Steerage 3s.6d.) Mail Steamer, M., W., F., 6 a.m.
Gairloch to Portree (6s., 4s.) and Oban, &c., GAEL , p. 7; to Stornoway, CLAYMORE (Sat. morn.).	
Inverness to Oban, Glasgow, &c. —Fast Service, pp. 8, 7; CLYDESDALE and CAVALIER, Tuesday and Friday, 4 a.m.; from Fort William, 6 p.m.	
Kyle of Lochalsh to Broadford and Portree (2½ hrs., cabin 5s.), 1.45 p.m.	
" " " Stornoway (6 hrs., 12s.), Mail-boat, 1.45 p.m.	
" " " Mallaig (6s., 3s. 6d.) 3.50 a.m., 9.30 a.m.	
Mallaig to Oban and Glasgow, CLAYMORE and CLANSMAN (Tu. & F. morns.); to Skye and Stornoway, CLANSMAN and CLAYMORE (Tu. & F. afts. ; For GAEL, see page 7.	
" " Kyle of Lochalsh (6s., 3s. 6d.) and Portree (9s., 6s.), 11.40 a.m.	
" " Kyle of Lochalsh and Stornoway (18s., 9s. 6d.), 11.40 a.m.	
Oban to Mallaig, GAEL p. 7; also CLANSMAN , Tu., and CLAYMORE, Fr., about 8 a.m.	
" " Ballachulish, Inverness, &c., see p. 8.	
" " Coll (6s. and 4s.), Tyree (6s., 4s.), Bunessan (7s., 4s.) &c., Mail-Steamer, Mon., Wed., Fri., 9.15 a.m. July and Aug. (other months 5 a.m.); returning from Bunessan abt. 3.30 a.m. Tu., Th., Sat.	
" " Coll, Tyree, Outer Hebrides, &c., and West Coast of Skye, HEBRIDES , Tu., after arrival of 11.55 noon train.	
" " Castle Bay (15s., 5s.), Lochboisdale (15s., 5s.), Lochmaddy (20s., 7s. 6d.), and Dun- vegan (20s., 7s. 6d.), Mail-Steamer daily, 6 a.m. Ret. Fares half as much again.	
" " Gairloch, GAEL (p. 7); CLAYMORE (21s.), Fr. abt. 8 a.m.	
" " Glasgow, "COLUMBA" route, p. 7; also (10s.) by all mixed boats on their return voyage.	
" " Inverie (Loch Nevis), CLAYMORE , Fri. abt. 8 a.m.	

- Oban to Inverness**—Fast service, *p.* 8; also (17*s.*) CLYDESDALE and CAVALIER, Wed. and Sat., abt. 8 a.m.
- „ „ **Lochinver**, CLANSMAN (22*s.*), Tu. abt. 8 a.m.; also GAEL (Sats. only, July & Aug.), 7 a.m.
- „ „ **Loch Scavaig**, from Mallaig every Tu. and Sat. at 12.30 p.m.
- „ „ **Poolewe**, CLAYMORE (21*s.*) Fr. abt. 8 a.m.
- „ „ **Portree**, GAEL, *p.* 7; also (16*s.*) CLANSMAN, CLAYMORE, Tu., Fr., abt. 8 a.m.
- „ „ **Salen** (Loch Sunart, 8*s.*), CARABINEER, Tu. and Fri. abt. 12.30. p.m.; returning Wed. and Sat. 6 a.m.
- „ „ **Staffa and Iona and back** (*Pass. only*, 9½ hrs., 15*s.*), GRENADIER, 8.30 a.m.; *see p.* 9.
- „ „ **Stornoway** (21*s.*), CLANSMAN, CLAYMORE, Tu. Fr., abt. 8 a.m.
- „ „ **Tobermory** (5*s.*, 2*s.* 6*d.*), Mail Boat, 12.30 p.m.; also M. W. F., 8.30 a.m., and all boats to Skye, Stornoway, &c. *For GAEL, see p.* 7.
- „ „ **Ullapool** (22*s.*), CLANSMAN, Tu., abt. 8 a.m., and GAEL, Th., 7 a.m. (July and August).
- Portree to Gairloch** (*see p.* 7); also CLAYMORE, Sat. morn.
- „ „ **Lochinver**, CLANSMAN, Wed. morn., and GAEL, Sat. aft. (July and August).
- „ „ **Oban**, GAEL, *p.* 7; also (16*s.*) **Glasgow** (24*s.*), CLAYMORE, Tues., 2 a.m., CLANSMAN, Fri., 2 a.m.
- „ „ **Stornoway** (6*s.*), CLANSMAN, CLAYMORE, Wed. and Sat. morn.
- „ „ **Kyle of Lochalsh**, Mail-boat, 7 a.m. Tu., Th., Sat., 8.30 a.m. Mon., Wed., Fri. (2½ hrs.). Cabin, 5*s.*, Return 7*s.* 6*d.*; Steerage, 2*s.* 6*d.*
- „ „ **Tarbert** (Harris), **Loch Maddy** and **Dunvegan** Tu., Th., Sat., 6 a.m. Cabin 7*s.*, Steerage 3*s.* 6*d.*
- „ „ **Ullapool** (7*s.*), CLANSMAN, Wed. morn., and GAEL, Th. aft. (July and August).
- Stornoway to Portree** (6*s.*), **Oban** (21*s.*), **Glasgow** (30*s.*), CLAYMORE, Mon. morn., CLANSMAN, Th., morn.
- „ „ **Kyle of Lochalsh** (12*s.*), Mail-boat, 10.20 p.m. (Sat. excepted).
- Tobermory to Oban** (5*s.*, 2*s.* 6*d.*), Mail Boat, 8 a.m., and all boats going south. *For GAEL, see p.* 7.
- „ „ **Skye, Stornoway, Gairloch, &c.**, GAEL, *p.* 7; also other mixed boats going north, abt. 4 hrs. after leaving Oban (*see* “Oban”).
- „ „ **Staffa and Iona**, GRENADIER, Mon., Wed., Fr., 10.30 a.m. *Pass. only, p.* 9.

Sailings on Loch Maree.

S.S. MABEL, in connection with coach between Gairloch and Auchnasheen for Inverness.

(Subject to alteration.)

		a.m.	p.m.			a.m.	a.m.
Gairloch Hotel (coach)	dep.	8.30	—	Inverness (train).....	dep.	—	9.55
"Mabel" {	Tollie Pier (Poolewe),	10. 0	4.0	Auchnasheen.....	arr.	—	11.35
	Loch Maree Hotel ar	10.45	4.45	.....	dep.	—	12.15
	Rhu Nohar	11.45	5.45	Kinlochewe.....	"	—	1.45
Kinlochewe (coach).....	dep.	12.30	—	"Mabel" {	Rhu Nohar	"	8. 0
Auchnasheen	arr.	2.30	—		Loch Maree Hotel ar.	"	9. 0
" (rail) dep.	2.54	—	—		Tollie Pier (Poolewe),	9.45	3.45
Inverness	arr.	5.15	—	Gairloch (coach)	"	—	4.45

	Singl.	Ret.
	s. d.	s. d.
Fares :—Gairloch Hotel to Loch Maree Hotel	5. 0	7. 6
" " Rhu Nohar	7. 6	12. 6
" " Auchnasheen	12. 6	—
Loch Maree Hotel to Rhu Nohar.....	2. 6	4. 0
" " Auchnasheen.....	7. 6	—

Inland Loch Sailings.

* * Full particulars of the many Circular Tours in connection with these sailings will be found in the annual "Tourist Guides" of the Caledonian, North British, and Glasgow & South Western Railway Companies.

LOCH AWE.

Sngl. Ret.			A	C	B	C	C
s.	d.	s. d.	a.m.	a.m.	a.m.	p.m.	p.m.
—	—	Oban (train) dep.	7.55	9.35	9.35	12.35	4.15
—	—	Loch Awe (Sta. & Hotel) ,,	8.50	11. 5	11. 5	1.40	5.35
—	—	Taychreggan..... ,,	9. 5	11.40	11.45	2.35	6.31
2	6	3 Portsonachan ,,	9. 5	12. 5	11.48	2.40	6.35
3	6	5 Port-in-Sherrieh ,,	9.30	—	12.43	—	—
4	0	6 Ford (see p. 16) arr.	10.50	—	1.20	—	—

	C	C	C	B	A
	a.m.	noon	p.m.	p.m.	p.m.
Glasgow to					
Oban, 17s. 6d., Ford (see p. 16) dep.	*	—	—	2.40	3. 0
13s.; returning					
Port-in-Sherrieh... "	—	—	—	3. 5	—
by Crinan, Taychreggan ... "	9.49	12. 0	4. 4	4. 5	—
22s.6d.. 17s.6d. Portsonachan	9.45	12. 3	4. 0	4. 8	4.20
Oban, to Oban, Loch Awe (Sta. &					
by Kilmelfort, Hotel) .....arr.	10.45	1. 3	5. 0	4.55	5.10
19s., 17s. 6d. Oban (train) ... "	12. 0	2.10	6.35	6.35	6.35

A S.S. "Loch Awe" in connection with "Columba" route, (p. 7).

B " "Countess of Breadalbane" in connection with Melfort coach (p. 18) and Glen Nant tours.

C " "Caledonia" in connection with Glen Nant tours.

* Leaves Portsonachan at 6 a.m. on Mons.

Additional Sailing. Excursion on the lake from **Loch Awe** to the **Falls of Cruachan** at 9.30 a.m.

"Lord of the Isles," Glasgow and Inveraray.

		a.m.			p.m.
Glasgow (Bridge Wharf) dep.		7.20	Inveraray	dep.	2.20
Greenock (Princes Pier) ...dep.		9. 5	Strachur	"	2.35
Gourock		9.30	Tighnabruaich ..	"	4.40
Dunoon dep.		9.40	Rothsay	"	5.35
Loch Eck Rte.	{ Dunoon dep.	10. 0	Loch Eck Rte.	{ Strachur (coach)..... dep.	2.45
	{ Inverchapel (coach)... arr.	11.20		{ Locheckhead (st'mr.) ..	4. 0
	{ Locheckhead (st'mr.) ..	12.10		{ Inverchapel (coach)... ..	4.40
	{ Strachur (coach) ..	1.10		{ Dunoon (coach) arr.	6. 0
Rothsay	dep.	10.20	Dunoon	dep.	6. 5
Tighnabruaich	"	11. 0	Gourock ...		6.30
Strachur	"	1. 0	Greenock (Princes Pier) ...	arr.	7. 0
Inveraray ..	arr.	1.15	Glasgow (Bridge Wharf) arr.		8.15

Fare for the round from Glasgow, going by Loch Fyne and returning by Loch Eck, or *vice versâ*, 11s. Return fares, by Loch Fyne, 6s., 3s. 6d.

Glasgow to Lochgoilhead (2—3 hrs.), and Inveraray (5—6 hrs.).

See advertisements in papers, etc.

Trains in connection with steamer to Lochgoilhead, and thence coach to Inveraray (*p.* 18), leave Glasgow (Central) at 10 a.m.; St. Enoch, 10.5. The return steamers leave Lochgoilhead about 4 p.m. There are other steamers to Lochgoilhead during the day.

Steamer Fares :—Glasgow to Lochgoilhead (return) 2s., 1s. 6d.; Inveraray 6s. and 3s. 6d. (return).

LOCH ETIVE. (S.S. "Ossian.")

Inclusive Fares.		a.m.	p.m.
	Oban (train) dep.	9.35	12.35
For the Round Oban to Oban, 19s.6d., 18s.3d.	Ach-na-cloich } Loch Etive { ..	10.10	1.15
	Taynuilt* ... } ..	10.30	1.30
	Lochetivehead } arr.	11.40	2.45
Lochetivehead and back, 5s. 6d., 4s. 6d.	Bridge of Orchy (coach) arr.	5. 0	—
	Ballachulish (coach)	4.20	—
	Oban (steamer)	6.30	—
<hr/>			
	Oban (steamer) dep.	—	9.15
	Ballachulish (coach)	—	11.30
	Bridge of Orchy (coach)	—	11.0
Lochetivehead Taynuilt* ... Ach-na-cloich }	Loch Etive. {	11.50	4.30
		1. 0	5.45
		arr. 1.15	6. 0
Oban (train)	arr.	2.10	6.35

* Times approximate; calls when required.

LOCH KATRINE. Fares: E'burgh to G'gow, abt. 18s., 14s. Circular: E'burgh, 26s. 4d., 20s. 4d., 16s. 4d. Available 7 days.

[illegible]

Single Fares: Length of Lake, 3s., 2s.

[illegible]

* Also Waverley, arr. 5.27 and 9.5.

+ Also Waverley, 6.28 and 7.30 (via Forth Bridge).

†† **Central, 9.3.**

LUCK LONG:

Fares	Glasgow (Qu-st., LowLevel) dep.	a.m.	a.m.	Glasgow (Qu-st. or Cent.) dep.	a.m.
Glasgow to Arrochar, 2s. 6d., 2s. Ret., 4s., 3s.	Craigendoran Pier	10. 0	—	Balloch (steamer)	11.25
	Glasgow (St. Enoch)	10.40	—	Tarbet (coach)	12.15
Helensburgh or Greenock to Arrochar, 1s. 6d., 1s. Ret., 2s., 1s. 6d.	Greenock (Princes Pier)	—	10. 5		2.10
	Glasgow (Central)	—	10.45	Arrochar	2.30 2.40†
	Gourock	9.55	—	Gourock	4.40 —
	Arrochar	10.45	—	Glasgow (Central)	5.25 —
	Tarbet (coach)	1. 5	—	Greenock (Princes Pier)	— 4.10
	Balloch (steamer)	3.25	—	Glasgow (St. Enoch)	— 5. 3
	Glasgow (Queen-st. or Cent.),,	4.20	—	Craigendoran Pier	4.35 —
				Glasgow (Queen-st.)	5.25 —

Calling also at Dunoon, Kilm, Blairmore, and Ardentinnny, etc.

* 1.58 on Sats.; Arrochar arr. 5.15.

† 5.15 p.m. on Sat.; Glasgow arr. 8.54.

Fares for the Round: From Glasgow to Glasgow by Loch Long and Loch Lomond, 7s., 5s.

LOCH TAY.

	a.m.	a.m.	noon	a.m.	a.m.	a.m.	p.m.
Perth	dep.	9.30	12.10	Oban	dep.	7.55	9.35
Dunkeld	"	—	10. 7	Callander	"	9. 5	11. 8
Blair Atholl ...	"	—	10. 0	Killin June.	"	10. 0	12. 3
Pitlochry	"	—	10.20	Killin Pier	dep.	10.25	2.10
Aberfeldy (coach) "	"	—	11. 0	Ardeonaig	"	10.50	—
Kenmore Pier dep.		7.25	12.40	Lawers	"	11. 5	—
Fernan	"	7.40	—	Ardtnaig	"	11.10	—
Ardtnaig	"	8. 0	—	Fernan	"	11.30	—
Lawers	"	8. 5	—	Kenmore Pier	arr.	12. 5	3.30
Ardeonaig	"	8.20	—	Aberfeldy (coach) ..	arr.	1.10	4.40
Killin Pier ... arr.		9. 5	2. 0	Pitlochry	"	5. 5	5.47
Killin June.	arr.	9.38	2.33	Blair Atholl ...	"	5.25	6. 2
Callander	"	10.32	3.32	Dunkeld	"	2.25	5.40
Oban	"	12. 0	4.52	Perth	"	2.57	6.30

Extra: Kenmore to Killin Pier, 1.30; starting back, 3.40.

Fares—Kenmore to Killin Pier, 3s. 2s. Ret., 4s. 6d., 8s. Circular Tour via Perth, Loch Tay and Callander or vice versa from Edinburgh, 30s. 18s.; Glasgow, 21s. 6d. 15s. 9d.; Perth, 20s. 3d., 12s. 3d.; Oban, 34s. 9d.; 19s. 6d.

Coach Routes.

(Alteration possible during the season. Public Time-tables do not always agree.)

- Aberfeldy to Kenmore** ($6\frac{1}{2}$ m. 1 hr., 1s. 6d.), 11 a.m., 3.5, 6.15 p.m.
- Aberfoyle to Loch Katrine Pier** (7 m. $1\frac{1}{3}$ hrs. 4s. 6d.), 9.50 a.m., 12.45 and 3.55 p.m.
- Achnasheen to Kinlochewe** (10 m. 3s.) **Talladale** (19 m. 6s.), and **Gairloch** (29 m., $4\frac{3}{4}$ hrs., 9s.) 12.15 noon, on arrival of mail.
- Ardlui to Crianlarich** (9 m., $1\frac{1}{2}$ hrs., 4s., Ret. 6s.), 10.45 a.m. (arr. 12), 2.45 p.m. (arr. 4.15).
- Ardrishaig to Ford** (16 m. $2\frac{1}{4}$ hrs.) 12.50 noon, in connection with "Columba" and Loch Awe steamer: returning about 10.45 a.m.
- Ballachulish to Glencoe and back** (16 m. 5s. 6d.) about 11.15 a.m., and 2.45 p.m.
- " " **Glencoe Inn** (7 m.), and **Lochetive Head** 30 m. (for Oban), 11.30 a.m. See *Loch Etive* steamer (p. 13).
- Ballater to Braemar** ($16\frac{1}{2}$ m. abt. $1\frac{3}{4}$ hrs., 10.5 a.m., 12.10, 2.20, 5.15, 6.5 p.m. Motor Omnibus.
- Ballindalloch Station to Tomintoul** (16 m., 3s. 6d.) 11 a.m. (P.O. 12).
- Balmacara (Lochalsh) to Strome Ferry** (8 m. 2s. 6d.), 9.15 a.m.; connecting, at Achtertyre, with car from **Shiel Inn**.
- Beauly to Struy** (10 m., 2s. 6d.) and **Lavercannich** ($17\frac{1}{2}$ m., abt. 3 hrs., Ret. 5s. 6d.) abt. noon.
- Blairgowrie to Braemar**, 11.0 a.m. (see *Dunkeld*); (10s. 6d.—12s. 6d.) to **Dunkeld** 3.0 p.m. (see *Braemar*).
- " " **Kirkmichael** (2s., $2\frac{1}{4}$ hrs.), 7.45 and 10.30 a.m., 2.30 p.m.
- Braemar to Ballater** ($16\frac{1}{2}$ m. abt. $1\frac{3}{4}$ hrs.), 8.0 and 10.5 a.m.; 1.40, 4.0, and 5.40 p.m. (Fare, 2s. 6d.) Motor Omnibus.
- " " **Spittal of Glenshee** (15m.); **Blairgowrie** (35m.); **Dunkeld** and **Birnam** (47 m. $8\frac{1}{2}$ hrs., 14s.—15s.) 8 a.m.
- Brodick Pier (Arran) to Corrie** (1s. each way), abt. 10.45 a.m. (to Glen Sannox) and 6.20 p.m. (3.20 Sats.); returning abt. 6.40 a.m., and 2.40 p.m.
- N.B.—For other Coach-routes in Arran, see pp. 186–188.
- Callander to the Trossachs** (9 m. $1\frac{1}{4}$ hr. 4s., inclusive; Ret. 6s.), 9, 11.5 a.m., 2.0, 4.0, 6.10, 7.20 p.m.
- Campbeltown to Tarbert** (35 m. $5\frac{1}{2}$ hrs. 10s.), 6.10 a.m.

Crianlarich to Ardlui (9 m. $1\frac{1}{2}$ hrs. 4s.), 11.0 a.m., 2.45 p.m.
Dalmally to Inveraray (16 m. $2\frac{3}{4}$ hrs. 6s. 6d.) 11 a.m.; station, 11.10.

Dunkeld to Blairgowrie, 12 m.; **Spittal of Glenshee**, 32 m. and **Braemar** (47 m. $8\frac{1}{2}$ hrs. 14s.—15s.), 8.30 a.m.

Dunvegan to Portree (22 m. 5 hrs. 5s.), Mail-cart, 5.0 p.m.

Edinburgh (E. end of Princes Street) to **Forth Bridge**, **Roslin**, etc. (1s.), frequently.

Edzell to Tarfside (M. W. Sat.), 8.55 (on to Invermark); and (daily) 12; returning 7.30 a.m.

Fort William to Head of Glen Nevis ($1\frac{1}{2}$ hrs.), 12 noon, starting back 2 p.m. ($1\frac{1}{6}$ hrs.); ret. fare, 4s. 6d.

Gairloch to Talladale (9 m. $1\frac{1}{2}$ hrs. 3s.), **Kinlochewe** (18 m. 6s.) and **Auchnasheen** (28 m. $5\frac{1}{2}$ hrs. 9s.), 9 a.m.

Glenshiel to Balmacara and Kyle of Lochalsh (4 hrs.) 6.20 a.m.

Grantown (H.R. Sta.) to **Tomintoul** (14 m. 3 hrs.), 3 p.m.

Inveraray to Dalmally (16 m. $2\frac{1}{2}$ hrs. 6s. 6d.), 2.25 p.m.

„ „ **St. Catherines** (Ferry, 2 m.) and **Lochgoilhead** (11 m. $2\frac{1}{4}$ hrs. 4s.; Ret. 6s.) 10.30 a.m.

Invercannich to Struy ($7\frac{1}{2}$ m.), and **Beauly** (17 m. $2\frac{3}{4}$ hrs. 3s.) daily in connection with 9.40 a.m. mail to the south from Beauly.

Inversnaid to Stronaclachar ($5\frac{1}{2}$ m. 1 hr. 3s. inclusive) 7.10, 10.30 a.m., 2.5, 4.50, 6.30 p.m.

Kenmore to Aberfeldy ($6\frac{1}{2}$ m. 1 hr. 1s. 6d.) 6.40 a.m., 12 noon, 3.30, 5.50 (Mon., Wed., Fri.); 7.35 (Tu., Th., Sat.)

Kingussie to Tulloch ($37\frac{1}{2}$ m. $4\frac{1}{2}$ – $6\frac{1}{4}$ hrs. 13s. 6d.), 9.30 a.m., 1.40 p.m.

Kinlochewe to Torridon (12 m. $2\frac{1}{2}$ hrs. 3s.), mail-gig abt. 3 p.m. (?) enquire.

Kinloch Rannoch to Pitlochry, 21 m.; 7s. 6d.; 2.30 p.m.

„ „ **Rannoch**, 1 p.m. (see **Pitlochry**).

„ „ and **Dunalastair to Struan** (13 m. $2\frac{1}{4}$ hrs. 4s. 6d., ret. 7s.), 11.40 a.m.

Kirkmichael to Pitlochry ($12\frac{1}{2}$ m. $2\frac{1}{4}$ hrs. 2s. 6d.), mail-car 1.45 p.m.

Kirkmichael to Blairgowrie, 8.30 a.m.; 12 noon; 2.50 p.m.

„ „ **Pitlochry** ($2\frac{1}{4}$ hrs., 2s. 6d.), 1.45 p.m.

Kyle of Lochalsh to Balmacara and Glenshiel (4 hrs.), 2.30

Lochetivehead to Ballachulish, see *Loch Etive Steamer* (p. 13)

Lochgoilhead to St. Catherines, 9 m., and **Inveraray** (ferry), 11 m. 2 hrs. 4s.; Ret. 6s.) 1.15, 4.30.

Loch Katrine Pier to Aberfoyle (7 m. $1\frac{1}{2}$ hrs. 4s. 6d.), 1.20, 4.30.
Oban to Easdale ($2\frac{3}{4}$ hrs.; 4s., Ret. 7s.) 6.45 a.m. and 5 p.m.;
 returning at 8 a.m. and 12.30 noon; or, circular
 by coach and steamer, 6s.

Ford by the Pass of Melfort (30 m. 5 hrs. 10s. Ret. 15s.), 9.45 a.m. (M., W., F.), returning at 1.30 p.m. (Tu., Th., Sat.)
 " See also p. 16. { **Kilmelfort** (16 m. $2\frac{1}{2}$ hrs.) 9.45 a.m., 12.30 noon,
 " returning at 8 a.m., 4 p.m. Single, 6s. Ret. 9s.

Pitlochry to Kinloch Rannoch (21 m. 7s. 6d.), and **Rannoch Station** (39 m. 7 hrs. 15s.), 9 a.m.

" " **Kirkmichael** ($12\frac{1}{2}$ m. $2\frac{1}{2}$ hrs. 2s. 6d.) 8 a.m.

" " **Tummel Bridge** (14 m., $2\frac{1}{2}$ hrs., 3s. 6d., Ret. 6s.), 8 a.m.

" * * * One of these every week-day { **Queen's View and Loch Tummel Inn** (3s. 6d.),
 " " **Falls of Bruar and Killiecrankie** (4s.),
 " " **Glen Tilt and Falls of Fender** (4s.),
 " " **Kirkmichael** (5s.), **Dunkeld** (4s.), **Aberfeldy** (5s.).

* * * These six are excursion coaches, starting about 10 a.m.; the fares are return, and include the driver. Front seats 6d. extra.

Portree to Uig, 14 m., **Quiraing**, 20 m., and back, 12s., about 9.30 a.m. Lunch at Uig Return in afternoon. Mail-coach to **Uig** ($2\frac{1}{2}$ hrs., 3s. 9d.) on arrival of mail-boat from Strome at Portree (p. 11).

" " **Dunvegan** (22 m., 5 hrs., 6s.), Mail-cart, 6.15 p.m.

" " **Sligachan** (10 m.) and back, 5s., about 9.30 a.m., returning in the evening. Mail cart, 7.30 p.m., 2s. 6d.; returning 9.15 p.m.

* * * The mails may leave Portree earlier.

Rannoch Station to Kinloch Rannoch (18 m. $2\frac{1}{2}$ hrs. 7s. 6d.); and **Pitlochry** (39 m. $7\frac{1}{4}$ hrs. 15s.), 10.45 a.m.

Shieldaig and Jeantown to Strathcarron (20 m. $4\frac{1}{2}$ hrs. 4s.), mail-cart abt. 6.50 a.m.; also from Jeantown abt. 1.

St. Catherine's to Lochgoilhead (11 m. 2 hrs. 4s.), 10.45, 1.50.

St. Fillans to Lochearnhead Hotel and Station (9 m. $2\frac{1}{2}$ hrs.; 1 hr. for lunch at Hotel), 12.40 p.m.

Strathcarron to Jeantown, 4 m., and **Shieldaig** 20 m. $4\frac{1}{2}$ hrs. 4s., mail-cart abt. 11 a.m.

Strome Ferry to Balmacara (Lochalsh) (8 m. $1\frac{1}{2}$ hrs. 2s. 6d.), 1.20 p.m.; connecting, at Achtertyre, with car to **Shiel Inn** (5s. 6d.); also to Jeantown abt. 11.30.

Stronaclachar to Inversnaid ($5\frac{1}{2}$ m. 50-60 mins. 3s. inclusive), 6 a.m. (Mon. only), 8 a.m., 12.10, 3.10, 6.20 p.m.

Struan to Dunalastair and Kinloch Rannoch (13 m. 2½ hrs. 4s. 6d.), 7.40 a.m.

Tarbert to Campbeltown (35 m. 5½ hrs. 10s.), 12 noon.

Taynuilt and Taychreggan (3¼ hrs.), *see p. 20.*

Tomintoul to Ballindalloch (16 m., 3s. 6d.), 5.45 a.m.

„ „ **Grantown** (14 m. 2½ hrs.), 9 a.m.

Torridon to Kinlochewe (12 m. 2½ hrs. 3s.), 7 a.m., mail-gig.

Trossachs Hotel to Callander (9 m. 1¼-2 hrs. 4s. inclusive, *Ret.* 6s.), 7.10, 8.55 a.m., 2.10, 5.30 p.m.

Tulloch to Kingussie (37½ m. 4½-5 hrs. 12s. 6d.), 7 a.m.; 9.30 a.m.

The various Time-tables as to this route are most conflicting. *Make sure.*

Tummel Bridge to Pitlochry (14 m., 2½ hrs., 3s. 6d.), 2 p.m.

Swift Steamer Fares from Glasgow.

	Single.				Return.			
	Cabin.	Steer.	Cabin.	Steer.	Cabin.	Steer.	Cabin.	Steer.
	s.	d.	s.	d.	s.	d.	s.	d.
Ardnishalg	5	0	2	6	7	6	4	0
„ available till 16th Sept.	—	—	—	—	6	0	3	6
Ballachulish	18	0	9	6	27	6	14	6
Balmacara	27	0	15	6	40	6	23	0
Banavie	21	0	—	—	32	0	—	—
Barra (Castle Bay)	25	6	10	0	37	6	16	0
Broadford	28	0	16	6	42	0	24	6
Bruichladdich	13	6	8	0	21	0	12	0
Dunvegan	30	6	12	0	45	0	19	0
Fort Augustus	28	0	13	0	43	0	19	6
Fort William	20	0	10	6	30	0	16	0
Gairloch	35	0	21	0	52	6	31	6
Inverness	33	6	15	0	50	0	22	6
Kyle of Lochalsh or Kyleakin	27	0	16	0	40	6	24	0
Lochinver	35	0	21	0	52	6	31	6
Lochboisdale	25	6	10	0	37	6	16	0
Lochmaddy	30	6	12	0	45	0	19	0
Mallaig	24	0	13	0	36	0	20	0
Oban	13	0	7	6	20	0	11	0
„ (<i>via Loch Awe</i>)	17	6	13	0	*22	6	*17	6
Port Ellen, Port Askaig, or								
Jura	10	6	5	6	16	0	9	6
Portree	30	0	17	0	45	0	25	6
Stornoway*	35	0	21	0	52	6	31	6
Tarbert (Harris)	35	0	21	0	52	6	31	6
Tobermory	18	0	10	0	27	6	15	0
Ullapool	35	0	21	0	52	6	31	6

* Return by Crinan.

List of Daily Departures from Oban.

(July, August, and September only.)

6. 0 a.m.	Train to Edinburgh and Glasgow.
6. 0 "	(<i>Tu., Thur., Sat. only after 18 Sept.</i>), FUSILIER to Ballachulish, Fort William, and Inverness.
6.45 "	Coach to Kilninver and Easdale.
7. 0 "	(<i>Tu., Thur., Sat. till 16 Sept.</i>), GAEL to Mallaig, Skye and Gairloch.
7.30 "	(<i>Mon. only</i>), Oban and Callander express to Edinburgh and Glasgow.
7.55 "	Train to Edinburgh and Glasgow (also for Loch Lomond route to Glasgow, Loch Tay , etc.), and Ballachulish.
8.30 "	(<i>Tu., Thur., Sat. only after 18 Sept.</i>), GRENADIER to Staffa and Iona , and back (round Mull).
8.40 "	CHEVALIER to Glasgow by Crinan Canal, "Columba" route; (also for Loch Awe tour <i>via</i> Ardrishaig).
9. 0 "	Train to Ballachulish.
9.15 "	(<i>Till 16 Sept.</i>), MOUNTAINEER to Ballachulish (Glencoe and Glenetive tour), Fort William and Banavie.
9.15 "	(<i>M., W., F.; 5 a.m. in Sept.</i>), Royal Mail Steamer to Tobermory, Kilchoan, Coll, Tiree, and Bunessan.
9.35 "	Train for Edinburgh, Glasgow, Ballachulish , etc.; also (local) for Glen Nant, Loch Awe, Inveraray, Loch Tay , etc., excursions, Glenetive and Glencoe tour.
9.45 "	Coaches for Kilmelfort (Cuilfail) and Loch Awe tour (<i>via</i> Ford).
10-11 "	Drives and sails to Dunstaffnage, Connel, Beregonium, Ardochattan , etc.
11.15 "	Train to Ballachulish.
12.30 noon.	FUSILIER to Ballachulish, Fort William, and Banavie.
12.30 "	CARABINEER to Tobermory (Mull) , and (<i>Tu. and Fr.</i>) Loch Sunart.
12.35 "	Train to Edinburgh and Glasgow (also for Glen Nant and Loch Awe tours; also for Loch Lomond route to Glasgow , and for Glen Etive Head.
2-4 p.m.	Drives and sails to Dunstaffnage, Connel, Glenshel-lach , etc.
2.40 "	Train to Edinburgh and Glasgow.
4. 0 "	Train to Ballachulish.
4.15 "	Train to Edinburgh and Glasgow.
4.30 "	Steamer round Kerrera (2 hrs.).
5. 0 "	Coach to Easdale.
5. 2 "	(<i>Wed. only after 15 Sept.</i>), CHEVALIER to Ballachulish and Fort William.
7. 0 "	Train to Edinburgh and Glasgow (London Mail).
8.30 "	Train to Ballachulish.

MIXED PASSENGER AND CARGO STEAMERS. (Approximate.)

6. 0 a.m.	(<i>M., W., F.</i>) Royal Mail Steamer to Castlebay, Lochboisdale, Lochmaddy, Dunvegan , etc.; returning following day.
6. 0 "	(<i>Tu., Th., Sat.</i>) Same the reverse way, by Loch Bracadale.
Tues. 8 a.m.	CLANSMAN to Mallaig, Skye, Stornoway, &c.
" noon.	HEBRIDES to West of Skye and Outer Hebrides.
" 6 p.m.	CLAYMORE to Glasgow.
Wed. 8 a.m.	CLYDESDALE to Inverness.
" 10 a.m.	CAVALIER to Islay and Glasgow.
Fri. 8 a.m.	CLAYMORE to Mallaig, Skye, Stornoway, &c.
" 6 p.m.	CLANSMAN to Glasgow.
" even.	HEBRIDES to Glasgow.
Sat. 8 a.m.	CAVALIER to Inverness.
" 10 a.m.	CLYDESDALE to Islay and Glasgow.

SPECIAL SLIP, 1904.

Aviemore, etc.

P. 116. To heading, **Braemar to Aviemore**, add **station** and **hotel** (*see* p. 131). The tourist will have had "quite enough of it" by the time he gets to Aviemore.

P. 144, *small type*. The Ford referred to is not maintained and is decidedly dangerous—in fact *has* proved fatal. A guide and ponies may be engaged at Aviemore.

P. 149, 9 lines from the top. For "will be opened in 1901," read "was opened in 1901."

P. 153, 15 lines from top. Read to "Aviemore Station and Hotel."

Ditto, 3 lines from foot, same as on p. 149 (above). "Carriage-folk should send to Aviemore, where is a large posting establishment.

P. 288, line 3. Read $6\frac{1}{2}$ miles from Aviemore Hotel.

That the above omissions did not arise from ignorance, is proved by our reference to the "new Aviemore hotel" on page 131.

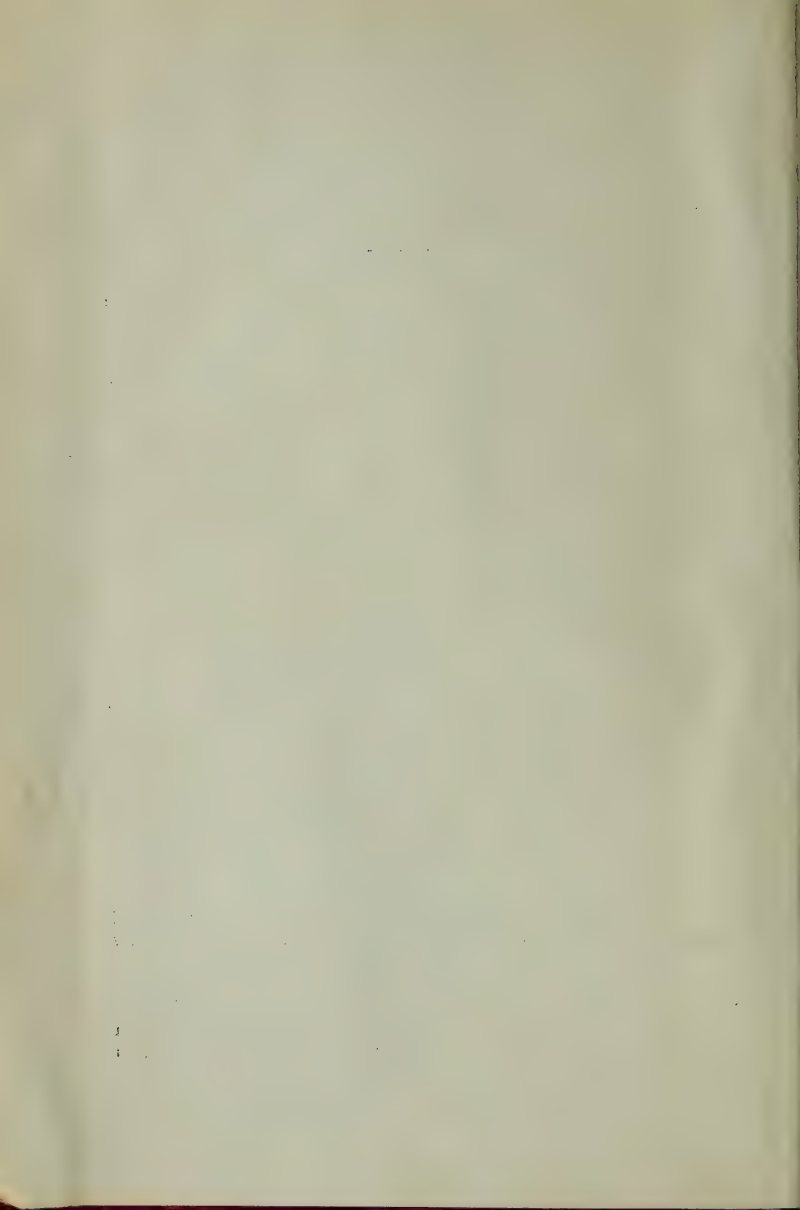
Pp. 69, 70, etc. **Loch Awe**. The "Loch Awe" and "Dalmally" hotels are no longer in the same hands. Mr. D. Fraser, who originally held the "Dalmally," and built the "Loch Awe," is now proprietor of the "Loch Awe" alone.

P. 128. **Kingussie**. "Pullar's Hotel" has reverted to its original title the "Duke of Gordon," and has been modernised. The village now possesses a barber of its own.

P. 246, etc. **Banavie** has just laid out a good seaside golf-course.

P. 250, etc. **Fort Augustus**. The Chisholm's Temp. Hotel is now the "Douglas." The "Lovat Arms" is close by the new station.

. The tourist's attention is especially drawn to the note on page 8 Pink, regarding the new shore-road from the Corran at Oban, under Dunolly Castle to Ganavan Bathing Beach.



Greenwood

SCOTLAND I.

Thorough Guide Series.

Edited by M. J. B. BADDELEY, B.A., and C. S. WARD, M.A.
Maps by BARTHOLOMEW.

From the "Daily Telegraph," 30th July, 1901.

"Mr. Baddeley's guide-books are well known to every tourist in the British Isles, whether he travels by coach, cycle, or rail, or prefers the laborious delights of tramping afoot. They are as accurate as human fallibility can make them, they are bountifully supplied with excellent coloured maps which show every road, and the descriptions of scenery are written with good literary taste—a happy medium between the baldness of some guide-books and the stilted jargon of others."

ALL AT NET PRICES.

- I.—THE ENGLISH LAKE DISTRICT.** 5s.
- II.—SCOTLAND, Part I. "THE HIGHLANDS"** as far as Aberdeen, Inverness, and Stornoway, and including Edinburgh and Glasgow. 6s. 6d.
- III.—NORTH DEVON AND NORTH CORNWALL,** with a full description of EXMOOR and the SCILLY ISLES. 3s. 6d.
- IV.—THE PEAK DISTRICT** of Derbyshire, &c. 3s.
- V.—SCOTLAND, Part II. "NORTHERN HIGHLANDS,"** from Aberdeen, Inverness, and Gairloch to Cape Wrath and "John o'Groat's." 3s. 6d.
- VI.—THE EASTERN COUNTIES.** (Watering-places, Cathedral Cities, &c.) 3s. 6d.
- VII.—SOUTH DEVON AND SOUTH CORNWALL,** with a full description of DARTMOOR and the SCILLY ISLES. 4s.
- VIII.—NORTH WALES, Part I.** Chester, Rhyl, Llandudno, Bangor, Llanrwst, Bettws-y-Coed, Carnarvon, Llanberis, Beddgelert, Ffestiniog Sections and Pwllheli. 3s.
- IX.—NORTH WALES, Part II.** Llangollen, Bala, Dolgelley, Barmouth, Shrewsbury, Machynlleth, and Aberystwyth Sections. 2s. 6d.
(THE TWO IN ONE VOL., 5s. net.)
- X.—SOUTH WALES and THE WYE District** of Monmouthshire. 3s. 6d.
- XI.—SCOTLAND, Part III. "THE LOWLANDS,"** including Edinburgh and Glasgow. 4s.
- XII.—IRELAND, Part I. Northern Division,** including Dublin. 4s.
- XIII.—IRELAND, Part II. Southern Division,** including Dublin. 5s.
- XIV.—SURREY AND SUSSEX,** including Tunbridge Wells. 3s. 6d.
- XV.—YORKSHIRE, Part I. (East).** 2s. 6d.
- XVI.—YORKSHIRE, Part II. (West).** 3s.
(THE TWO IN ONE VOL., 5s.)
- XVII.—ISLE OF WIGHT.** 2s. 6d.
- XVIII.—BATH AND BRISTOL, and 40 miles round.** 5s.
- XIX.—ORKNEY and SHETLAND.** 1s.

London: DULAU & Co., 37, Soho Square, W.

RAILWAY AND ROUTE MAP OF SCOTLAND

ENGLISH MILES 10 0 10 20 30

The figures refer to the pages where
the Routes are described



Thorough Guide Series.

SCOTLAND

(PART I.)

EDINBURGH, GLASGOW

AND THE

HIGHLANDS

AS FAR NORTH AS

ABERDEEN, INVERNESS, GAIRLOCH, AND STORNOWAY

WITH A DESCRIPTION OF

THE VARIOUS APPROACHES BY LAND AND SEA FROM THE
SOUTH.

BY

M. J. B. BADDELEY, B.A.,

AUTHOR OF THE 'THOROUGH GUIDES' TO
THE TOURIST DISTRICTS OF ENGLAND, WALES, SCOTLAND, AND
IRELAND.

FIFTY MAPS AND PLANS

By BARTHOLOMEW.

TENTH EDITION.

THOROUGHLY REVISED.

"Where Grampians over Grampians soar,
Where 'dowie dens' deep-bosom'd lie,
Where ends the long Atlantic roar
Beneath the savage hills of Skye."

LONDON :

DULAU & CO., 37, SOHO SQUARE, W.

1903.

[All Rights reserved.]

54
65
75
77
79
104
114
119
129

802460

London :

*Printed by STRANGEWAYS & SONS, Tower St.,
Cambridge Circus, W.C.*

16

A.

A.

MAPS AND PLANS.

	Miles to the Inch.	Opp. Page.
— Index Map - - - - -	—	—
— General Railway and Route Map - - - - -	—	—
1 Carlisle, Kilmarnock, Galashiels - - - - -	10	1
2 Berwick, Glasgow, Perth - - - - -	10	5
— Edinburgh, Hotel Plan - - - - -	—	17
— Plans of Castle and St. Giles - - - - -	—	24
— Edinburgh, General Plan - - - - -	—	34
4 Melrose District. Falls of Clyde - - - - -	2	37
— Environs of Edinburgh - - - - -	—	44
5 Loch Katrine, Aberfoyle, Callander - - - - -	2	49
— Stirling, Plan - - - - -	—	60
6 „ Bridge of Allan, &c. - - - - -	2	64
7 Dalmally, Lochearnhead - - - - -	2	65
8 Fort William, Aberdeen, Perth - - - - -	10	75
— Plan of Perth - - - - -	—	77
9 Crieff, Lochearnhead - - - - -	2	79
— Plan of Aberdeen - - - - -	—	104
10 Braemar, Ballater - - - - -	2	114
11 Dunkeld, Pitlochry, Aberfeldy - - - - -	2	119
12 Kingussie and Neighbourhood - - - - -	2	129
— Panorama of Cairngorms from Aviemore - - - - -	—	131
13 Killin, Loch Tay, Aberfeldy - - - - -	2	135
14 Rannoch, Blair Atholl, Pitlochry, Aberfeldy - - - - -	2	138
15 Blair Atholl, Glen Tilt and to Linn of Dee - - - - -	2	140
16 Aviemore, Cairn Gorms, Braemar - - - - -	2	146
17 Grantown and Neighbourhood - - - - -	2	147
— Plan of Inverness - - - - -	—	156
18 Portree, Inverness, Braemar - - - - -	10	165
19 Kyle of Lochalsh, Balmacara, &c. - - - - -	2	170
— Glasgow, Hotel Plan - - - - -	—	171
— „ General Plan - - - - -	—	176
20 Arran - - - - -	2	188
21 West Highland Railway - - - - -	10	190
22 Loch Lomond - - - - -	2	197
23 Inveraray, Dunoon - - - - -	2	204
— Sketch Map of Loch Awe - - - - -	—	211
24 Oban, Glasgow, Islay - - - - -	10	218
— Plan of Oban - - - - -	—	219
— Staffa and Iona - - - - -	—	225
25 Ballachulish, Glencoe, Glenetive - - - - -	2	231
26 Oban, Dalmally - - - - -	2	236
27 Fort William, Ben Nevis - - - - -	2	243

		Miles to the Inch.	Opp. Page.
28	Caledonian Canal - - - - -	10	252
29	Portree, Oban, Fort William - - - - -	10	253
30	Skye (Broadford to Portree) - - - - -	4	267
31	„ (Portree to Quiraing) - - - - -	4	273
32	Stornoway, Portree, Inverness - - - - -	10	277
—	View Map from Ben Nevis - - - - -	—	285
—	„ „ Ben Lomond - - - - -	—	307
33	Outer Hebrides - - - - -	—	316

CONTENTS.

	Page.
Introduction - - - - -	xi
Glossary - - - - -	xxvii
Heights of Mountains and Passes - - - - -	xxx
Bicycle Charges - - - - -	xxxii
Approaches :	
" West Coast " Route to Edinburgh and Glasgow -	1
Route through the English Lakes - - - - -	2
" East Coast " Route to Edinburgh and Glasgow -	5
" Midland " Route - - - - -	7
Dumfries - - - - -	11
Ayr and the " Burns " country - - - - -	13
By sea from London, Liverpool, &c. - - - - -	15
Edinburgh - - - - -	17
Roslin, Hawthornden, Dalkeith - - - - -	34
Melrose, Dryburgh, Abbotsford - - - - -	37
Dunfermline - - - - -	42
Forth Bridge - - - - -	43
Edinburgh to the Trossachs, Loch Lomond & Glasgow	45
Glasgow or Stirling to the Trossachs & Loch Lomond	
by Aberfoyle - - - - -	55
Aberfoyle to Inversnaid or Rowardennan - - - - -	58
Stirling - - - - -	60
Bannockburn - - - - -	62
Stirling to Dollar, Rumbling Bridge, and Kinross ;	
also to Edinburgh (by Forth Bridge) - - - - -	"
Stirling or Callander to Oban - - - - -	65
Lochearnhead to Crieff - - - - -	67
Killin to Aberfeldy - - - - -	71
Kenmore to Tummel Bridge, Rannoch, &c. - - - - -	74
Stirling to Crieff and Perth - - - - -	75
Edinburgh to Perth, by Forth Bridge - - - - -	76
Perth and neighbourhood - - - - -	77
Perth to Crieff and Lochearnhead - - - - -	79
Crieff - - - - -	79
Perth to Dundee - - - - -	82
Dundee - - - - -	83
Dundee to Forfar, &c. - - - - -	85
" " Arbroath, Montrose and Aberdeen - - - - -	"
Perth to Aberdeen - - - - -	86
Alyth to Glen Isla and Braemar - - - - -	87
Forfar to Kirriemuir, Glen Clova, and Braemar or	
Ballater - - - - -	89
Bridge of Dun or Brechin to Edzell and Ballater - -	91
Edzell to Fettercairn and Banchory - - - - -	93
Edinburgh to Dundee and Aberdeen by Forth and	
Tay Bridges - - - - -	94

	Page.
St. Andrews	96
Aberdeen	100
The Don Valley	104
Aberdeen to Ballater and Braemar	"
Ballater and neighbourhood	106
Ballater to Glen Clova and Kirriemuir	108
" " Edzell and Brechin	"
" " Tomintoul and Spey-side	109
Braemar and neighbourhood	110
Braemar to Tomintoul and Speyside	112
" " Ballater and Aberdeen	113
" " Blairgowrie and Dunkeld	114
" " Blair Atholl by Glen Tilt	115
" " Aviemore	116
" " Nethy Bridge and Grantown	117
Perth to Inverness	118
Birnam and Dunkeld and neighbourhood	119
Pitlochry and neighbourhood	122
Pitlochry to Spittal of Glenshee	125
Blair Atholl and neighbourhood	126
Kingussie and neighbourhood	128
Dunkeld to Blairgowrie and Braemar	134
Aberfeldy and neighbourhood	135
" to Killin	136
Pitlochry to Kinloch Rannoch	138
Kinloch Rannoch to Struan	139
" " Pitlochry	"
" " Rannoch Station and King's House	140
Blair Atholl to Braemar, by Glen Tilt	"
Kingussie to Fort William	142
Aviemore to Braemar	143
Grantown and neighbourhood	147
Inverness and neighbourhood	154
Inverness to Perth	156
" " Fort William and Oban	158
Inverness to the West Coast, by Glen Affric	160
Struy to Strathcarron	162
Invercannich to Balmacara	"
Inverness to Strome Ferry and Portree	165
Auchnasheen to Loch Maree and Gairloch	167
Kinlochewe to Loch Torridon	"
" " Auchnashellach	"
Strathcarron to Shieldaig and Applecross	168
Strome Ferry to Balmacara	169
Glasgow	171
Bothwell Castle	176
Kilpatrick Hills, Campsie Fell, etc.	"
Glasgow or Edinburgh to the Falls of Clyde	177
Isle of Arran	180

Glasgow (continued)—	Page.
Campbeltown	188
Glasgow to Edinburgh, by the Trossachs	189
West Highland Railway	190
Glasgow to Oban, by rail	196
" " " " Loch Lomond	"
Rowardennan to Aberfoyle	199
Tarbet to Inveraray	200
Glasgow to Oban ("Lord of the Isles" route)	202
Loch Eck route	"
Inveraray and environs	203
Glasgow to Oban, by Crinan Canal ("Columba" route)	205
Tarbert to Islay	209
Ardriishaig to Oban, by Loch Awe	210
Glasgow to Oban, by the Mull of Kintyre	212
" " Western Islands	215
" " Inveraray, by Lochgoilhead	216
" " Arrochar and Tarbet	217
Helensburgh, Dunoon, etc.	218
Oban and neighbourhood	219
Glen Nant and Loch Awe tours	224
Pass of Melfort and Loch Awe	"
Staffa and Iona	225
Glen Etive and Glencoe excursion	230
Oban to Glasgow and Edinburgh, by rail	232
Taynuilt to Ballachulish	"
Dalmally to Inveroran	233
Crianlarich to Glasgow	"
Oban to Glasgow by Inveraray	235
Inveraray to Glasgow, by Lochgoilhead	"
" " " Loch Long or Loch Lomond	236
" " " Loch Eck	"
Oban to Glasgow, by Crinan Canal	237
Loch Awe route	"
Oban to Glasgow, by the Mull of Kintyre	238
" " Inverness	239
Ballachulish to Glencoe and Glen Etive	240
" " Taynuilt, by Glen Creran	241
Kingshouse to Kinloch Rannoch	242
Fort William	243
" to Glasgow (West Highland Railway)	"
and Kingussie	244
" " Arisaig	245
Banavie and excursions	246
Fort William—	
Invergarry to Glenelg and Balmacara	247
Invermoriston to " "	251
Drumnadrochit to Invercannich	252
Oban to Portree	252
Ben More, Ascent of	253
Glenelg to Lochhournhead	258
" " Invermoriston or Invergarry	259
Balmacara to Strone Ferry	260
" " Invercannich	261
" " Invermoriston or Invergarry	262
Oban to Outer Hebrides	263

	Page.
Isle of Skye	265
Broadford to Sligachan and Portree	267
Portree and neighbourhood	270
„ to Sligachan and Loch Coruisk	271
Sligachan to Dunvegan	272
Portree to Quiraing	273
„ „ Dunvegan	274
„ „ Inverness, by Skye Railway	275
„ „ Gairloch, Loch Maree, and Auchnasheen	276
„ „ Stornoway, Lochinver, &c.	277
Stornoway	279
Excursion to Gairnahine and Callernish	280
Stornoway or Gairloch to Portree and Oban	281
The Mountains : Heights and Introductory	283
Ben Nevis	284
„ Muich Dhui and Cairn Gorm	286
Braeriach and Cairn Toul	289
Ben Lawers	291
Mam Soul, Scour Ouran, and Ben Attow	293
Ben More (Perthshire)	294
Lochnagar	295
Ben Lui	297
Ben-y-Gloe	298
„ Cruachan	299
Schiehallion	304
Ben Vorlich (Loch Earn)	305
„ Lomond	306
Scur-na-Gilleann (Skye)	308
Ben Ledi	309
Goat Fell (Arran)	312
Ben Vrackie	„
Mount Blair	„
Storr Rock (Skye)	„
Outer Hebrides	316
Oban to West Coast of Skye and Outer Hebrides	317
Oban to Dunvegan and Lochmaddy	321
Dunvegan to Portree and Sligachan	322-3
Lochmaddy to Tarbert and Portree	324
Oban to Oban by "Hebrides"	326
Colonsay and Oronsay	327
St. Kilda	327
New Railways:—	
Fort William to Mallaig	328
Spean Bridge to Fort Augustus	333
Connel Ferry to Ballachulish	334
Index	337

SPECIAL NOTE.—C.T. (Cyclist Touring Club) Hotels. In consequence of the continuous changes which take place in these, we have ceased in this volume to distinguish them. Every cyclist should be a member of the C.T.C., and carry with him the natty Handbook and Guide, published annually in February or March, which supplies the required information.

The usual prices for Bed and Attendance in the small towns and villages is from 2s. 6d. to 3s. 6d.—2s. may be regarded as the *minimum* and 4s. the *maximum*.

Introduction.

N.B.—Every visitor should provide himself with either Murray's (Glasgow) or Macdonald's (Edinburgh) Scottish "Time Tables," (3d., 4½d. by post). Both contain a mass of information.

The **District described** in this volume comprises the whole of the Highlands of Scotland as far north as Inverness and the railway thence to Strome Ferry for Skye and Stornoway, all of which places form part of our subject-matter. In addition to this, the leading features of the various main routes from the south are described, and sufficient information is given as to the favourite route between Portree, Gairloch and Achnasheen to satisfy such travellers as are simply making it a part of the three days' circular tour from Oban. Edinburgh, Glasgow and Aberdeen are treated at length, but Inverness, as the capital of the Northern Highlands, is more fully described in our special guide-book to that district ("Scotland, Part II." 3s. 6d.), while the country south of Edinburgh and Glasgow is dealt with in detail in "Scotland, Part III. (The Lowlands, 4s.)."

Characteristics of Scottish Scenery.—There is one kind of scenery in which Scotland probably equals, if it does not surpass, any other tourist district in Europe, namely, glen scenery; while in another class, coast scenery, it yields to Norway alone. We use the word "glen" in a restricted sense, applying it only to those valleys in which wood of native growth is as prominent a feature as bare rock and mountain-side. Many of the barren and rugged glens of Scotland display the best scenery of its kind in Britain, but actual size has so much to do with the effect produced on the mind by scenery of this class, that it is almost absurd to compare anything which claims admiration on the score of wild grandeur in our "tight little island," with scenes of like character in the larger tourist-districts of Europe. To be thoroughly effective, the wild scenes of Britain require the enhancement of swirling cloud and other atmospheric influences,

which magnify their proportions in the eye of the beholder. Stripped of mystery, and revealing themselves without any disguise, Glencoe and Glen Sannox rarely satisfy the expectations of visitors who have been drawn to them by the unqualified praises bestowed upon them by some writers.

It is only when the softer and the more picturesque graces of scenery, the varied and proportionate grouping of its separate parts, are fairly considered that we can claim for our own country an admiration equal to that accorded to any other, or that we can charge with vulgarity and want of taste those who fail to appreciate the beauty of Schiehallion, or of Snowdon, because they have seen the grandeur of Monte Rosa, and who "pooh-pooh" the possibility of Loch Lomond or Windermere being in any particular superior to the "Lake of the Four Cantons;"—and yet, if it be true that "a thing of beauty is a joy for ever," it is extremely doubtful whether even that part of the lake of Lucerne which has won its reputation, the "Bay of Uri," is its most beautiful part. Many lovers of Nature would, we fancy, sympathise with us in preferring, as a daily object of contemplation, the gentler, the more varied and more graceful outlines of land and water which characterise the lowest reach of Lucerne to the grand but monotonous abruptness of the Bay of Uri, powerful as is the first impression created by the latter. In short, if to please is a higher function of scenery than to awe, space and variety are necessary attributes of it.

Hence in speaking of the superlative beauty of Scottish glens, we limit ourselves to those which combine wood with mountain and water. Not only do these glens contain three distinct elements of the beautiful, but each element is in itself diversified. No woods show a greater variety of foliage, no waters a more frequent change from still pool to rushing torrent, no hills a more constant alternation of light and shade, than those of Glen Affric, Glen Lyon and the Findhorn, and these are the peculiarities which give Scotland its pre-eminence in this kind of scenery.

It is to a similar cause that the coast scenery of Scotland owes its unique interest. The rocks are in themselves not more striking than those in other regions; the mountain-outlines—except those of the Coolins of Skye—are not more bold, and the water is as other water, but the kaleidoscopic display of mountain, rock and water making its changes so rapidly that the eye of the traveller, as he sails along, can hardly recognise the same object for half-

an-hour at a time, imparts such a wonderful variety to the scene as to prevent it from ever producing that impression of sameness which nearly all sea-views produce in a greater or less degree.

In other respects, especially in the combinations which constitute scenery as opposed to the powerful presentment of one or two kinds, Scotland must, we think, yield the palm to the similar regions of the sister country. As to her mountains we have been severely taken to task and well laughed at for the remark that "there are too many of them," but we repeat it. Their multiplicity *is* wearisome. An old lady on the Caledonian Canal once asked the writer whether a particular mountain which came into view was Ben Nevis. On being informed that it was not, she replied: "Oh! then, of course, it must be Ben Lomond." We are not inclined to cut down the list of Scottish mountains in this summary fashion; but at the same time there can be no doubt that, if mountains were a trafficable commodity, Scotland could supply the wants of many flat and featureless countries without any loss to herself. As they stand, the separate peaks often lose their effectiveness by the way in which they are crowded together. Cairn Toul and Braeriach, to wit, in the Eastern Grampians, are finely formed hills, but until you are close under them you have no idea that they are anything more than shapeless uplands, while—speaking generally—Scottish mountains are not individually strong enough to bear the constant and close competition which they carry on with one another.

The interposition of water goes far towards adding variety, but even when a multitude of lochs is comprehended in the scene, there is still lacking that softening grace of really green and fertile valleys, such as wind through the English Lake District, parcelling it out into a number of glorious landscapes, each compact and distinct in itself. Speaking of that beauty which is the result of a happy and proportionate combination of elements, Scotland can no more produce a rival to the view of Windermere from the Troutbeck road, or of the Mawddach estuary from Barmouth Bridge, than can England or Wales show anything to vie with the Coolin Hills of Skye, Loch Linnhe, or Glen Affric, as illustrating a particular kind of scenery.

The best instances of real valley scenery—that which by verdure and cultivation contrasts most vividly with the darker hues and the sterile slopes of the surrounding hills

—are to be found amongst the Eastern Grampians—the valleys of the Dee, the Shee, the Esk, and the Isla, to wit—but here there are few or no lakes, and the mountain-outlines are very far inferior to those which prevail near the western coast from Ben Lomond northwards. The Eastern Grampians, when viewed from a distance, present rather the appearance of a vast table-land intersected by deep valleys than that of a mountainous region rising from a lowland plain.

Finest Scenes.—Roughly enumerating these, without presuming to suggest any order of merit, we would include the sail up Loch Lomond, the Trossachs, the Pass of Leny, Balquhiddy, St. Fillans, the view of Loch Earn from the railway, the view on approaching Killin village from the west, the “Queen’s View” on Loch Tummel, the Pass of Killiecrankie, the descent upon Loch Awe from Inveraray, the Pass of Brander, the voyages from Oban to Ballachulish (followed by Glencoe) and from Oban to Portree, as well as that from Strone Ferry to Portree, the excursion from Broadford to Sligachan by Loch Coruisk, the drive from Gairloch to Kinlochewe, the view of Loch Maree from near Poolewe as well as from Glen Docherty, the routes to Balmacara by Glen Affric and Glen Shiel, the glens of the Lyon and the Findhorn, the view of Loch Carron from Strone Ferry, the Pass of Bealach-nam-bo leading to Applecross, the walk over Goat Fell in Arran, the sail across the Minch from Loch Inver or Ullapool to Stornoway, and—in the Eastern Grampians—the upper part of the Larig Ghru Pass between Aviemore and Braemar, the view from Morrone Hill, and the “Burn” on the North Esk. We must now add to these the beautiful 150 miles of railway between Craigendoran and Mallaig, culminating in the superb ten miles between Lochailort and Arisaig (“West Highland”).

Mountaineering.—The straggling uncompact character of Scotch scenery makes mountaineering therein a very different thing from what it is in the English Lake District, where, however rough and steep the climb may be, the tourist has always the comfortable satisfaction of feeling that he is within a few hours’ walking distance of some house of entertainment. In Scotland, on the contrary, many of the best and more than one of the most favourite ascents can only be made from inn to inn by really good pedestrians, who do not shrink from devoting a whole day

to the expedition. This consideration will not deter such as have already experienced the invigorating effect of mountain-climbing from devoting a certain amount of their time to it. They may, if so disposed, avoid incurring great fatigue by confining their exertions to those heights which lie on the outskirts of the district. Prominent amongst these are Ben Lomond, Ben Ledi, and Goat Fell in Arran, from all three of which a most varied and extensive view is obtained, greatly enhanced by the position of the viewpoint being on the side and not in the middle of the hill-district. Lovers of a little real hard work of the "rough and tumble" order, will find what they want on Scur-na-Gillean, Ben Cruachan, and in respect of distance, the Cairn Gorm group. The two first-named, especially Scur-na-Gillean, are among the most rugged and chaotic mountains in the kingdom. Ben Nevis has, through the construction of the Observatory bridle-path, come down figuratively to the level of Skiddaw from Keswick and Snowdon from Llanberis, the distance from the starting-points being very little different and the gradient on the whole quite as easy, though there is from 1,000 to 1,400 feet more of ascent.

The views from Highland peaks suffer from the disadvantages already mentioned, and consequently the tourist who climbs for the sake of a view only should select those border-heights which overlook the richness of the lowland as well as the wildness of the highland country, or those comparatively isolated ones between which and the sterner features of the surrounding hill-country a middle distance of sea is interposed.

We conclude our remarks on mountaineering by emphasising the advice we have given on the same subject in our English Lake Guide. However simple the ascent and however short the time you anticipate its taking, never start without a proper supply of provisions and plenty of daylight before you. There is nothing unique or sensational in the following narrative. We simply give it as an apt illustration of the unpleasant results which may attend a neglect of these precautions :—

"In the month of April several years ago we (the writer and a friend) left Braemar with the intention of crossing Ben Muich Dhui to Aviemore, a good day's walk of some 35 miles, under the most favourable circumstances. Our provender consisted of a few sandwiches, some bread and cheese and a fair quantity of whiskey. We started about 10 a.m. At Derry Lodge, 10 miles on our way, and the last habitation to be passed until we should almost have reached Aviemore, we called on the keeper for the purpose of

consulting him as to our further progress. He was away, 'gone south,' and his wife was too full of a recent visit with which she had been favoured by Royalty to trouble herself with such minor matters as the whereabouts of Ben Muich Dhui, so we proceeded on our way without the desired information. A few miles up Glen Derry we reached the snow, which we found soft and yielding, so much so that it was seven o'clock before we gained the top of the mountain, and the sun was very near the skyline of the hills beyond Strathspey when we commenced a direct descent into the Larig Pass. A keen frost prevailed at this elevation, and the snow on this side of the main ridge proved so hard that we had to cut steps in it with the heels of our boots. This was far too slow a process, and there was no alternative but to climb again to the plateau which forms the top part of the range, and to continue along it until we should find a slope soft enough to descend by at an ordinary pace. The situation was becoming awkward, and before finding our slope we were within ten minutes' walk of the summit of Cairn Gorm, having traversed the main ridge between that mountain and Ben Muich Dhui as fast as our legs would carry us for upwards of three miles. Then, with a sensation of real relief we hurried, knee-deep in snow, down the slope. At the bottom, which we reached soon after 9, we found ourselves treading green turf again at the edge of Rothiemurchus Forest. Here we pledged one another in our last drop of whiskey. Eatables had been consumed hours ago. Darkness had fairly set in when we commenced our trudge through the forest, guided only by the occasional flicker of a western star which, after doing us fitful service for an hour or two, sank behind a curtain of black cloud. Then, in a storm of rain and sleet, we hit a cart-track running exactly at right angles to the direction in which we guessed that Aviemore lay. We tried this cart-track both ways. In one direction it ended in water, dark and forbidding*—in the other a wheelbarrow seemed to form its terminus. Here, at any rate, was 'something that showed of life,' but alas, it was the only thing. Fairly baffled, we began collecting twigs of fir, and at about the twelfth attempt, we succeeded in lighting a match. The fir, wet but resinous, caught fire. On the flame thus kindled we piled larger twigs, then branches and stray logs, all of which, though thoroughly soaked to begin with, finally blazed up with such vigour as to threaten the existence of whole trees. Thus we not only warmed ourselves but also dried our floor, and it was with a feeling of actual luxury that we lighted our pipes and lay down for an hour or so's snooze. The day broke in a thick and wet fog about four o'clock. Very reluctantly we left our comfortable chamber, with its fire still blazing high and strong, and continued our march. In the growing light, the track was traceable beyond the wheelbarrow, but with a perversity characteristic of cart-tracks generally, and forest ones in particular, it gradually veered round, till it

* Afterwards found to be Loch Morlich.

began to take us, as nearly as we could judge, straight back in the direction of Ben Muich Dhui. Again we plunged into the trackless wood, wandering on without any landmark for another hour, at the expiration of which we reached a river. Joy! on the other side was open country, and—a real road. Into the stream we, or rather one of us, the writer, rushed, nor was it till he was well above the knees in water, that he saw his friend cannily crossing by a foot-bridge about 50 yards higher up the stream. No matter! our troubles were over. In another mile lazy wreaths of smoke rising from behind a plantation in front of us told of human proximity, and at 7 a.m., after a walk of 21 hours, we were sitting opposite a cottage-fire, recipients of as welcome Highland hospitality as was ever offered to a belated wayfarer. It was Sabbath, and the ‘gudeman’ lay in his hammock, reading his daily chapter, while the wife set before us the best eggs, tea, and scones we had ever tasted in our lives. Our destination, the Lynwilg Inn, was reached in a little less than 24 hours after we had left Braemar. The next day a villager reported in our hearing that he had met ‘twa lunatics on the road between Aviemore and Lynwilg on Sabbath morning.’”

Smaller Heights.—There can be little doubt that the most truly beautiful views of British scenery are obtained from minor elevations, of from 500 to 1,500 feet above the valleys from which they rise. Looked at from these, the fertile foreground is distinct and proportionate, while the encompassing mountains retain that peculiarity of outline which is often lost when they are seen from equal or superior heights. There is no *jumble*. The pleasure of the mountaineer is derived as much from exercise and oxygen as from any exceptional opportunities afforded him of appreciating natural beauty. Consequently we have endeavoured in this book to point the way to some height of easy access from the principal places of resort, whence the characteristic beauty of the locality may be thoroughly enjoyed. Such heights are:—The Eildon Hills, ascended from Melrose; Kinnoull Hill, from Perth; Birnam Hill, from Dunkeld; The Hill of Tomachastle, from Crieff; Craighour, from Pitlochry (finest, perhaps, of all); The Queen’s View, from Pitlochry or Blair Atholl; Craigaundarroch, from Ballater; Morrone Hill, from Braemar; Drummond Hill and the Rock of Weem, from the Kenmore and Aberfeldy district; Ben A’n, from the Trossachs; Stronachlachich, from Killin; Barone Hill, from Rothesay; Duniquoich Hill, from Inveraray; Kerrera Height and the heights behind the town, from Oban; Craigmore, from Grantown; Essie Hill, from Portree, and Tom-na-Hurich Cemetery,

from Inverness. Arthur's Seat commands a wide view in clear weather, and the Castles of Edinburgh and Stirling overlook scenes of equal historic and picturesque interest.

Speaking generally, we venture to suggest that tourists would derive more physical benefit and more genuine enjoyment from their holiday if they spent a smaller proportion of it, than is now customary, in rushing about, and a greater in exploring the neighbourhood of their several halting-places. For the young and active there are everywhere the mighty mountains; for others, the little "tumps."

Maps.—A serious difficulty besets the writer on Scotland who would add to his written directions all the assistance that good maps are capable of giving. The Ordnance Survey of the country is physically everything that can be desired; orthographically, well! Artemus Ward could have written tomes upon it. Such a faithful and fearful adherence does it display to Gaelic spelling that in the wilder and more out-of-the-way districts it is practically Sanscrit to the Saxon, and, we should say, surprising to the Gael himself. For instance:—the long-established names of Ben Attow and Scour Ouran have disappeared entirely. It is true that in previous maps these two mountains have been hopelessly confused, but usage, we venture to think, has ratified their claim to existence somewhere. The Ordnance Surveyors, however, think differently, and as name, height, and situation have alike changed, the Saxon tourist may be excused for not at once identifying "Beinn Fhada" with Ben Attow, and "Sgòrr Fhuaran" with Scour Ouran; nor can he be convicted of crass stupidity if he fail to recognise his old enemy Mealfourvonie in "Meall Fuarmhonaiddh." If "*Ben*" *Nevis*, why not "*Ben*" *Attow*? From a linguistic point of view it is important to know that *mh* spells *v*, and that *dh* spells nothing,* as instanced in "Beinn-mheadhon-mhonaiddh," which is Gaelic for Ben Venue, and pronounced the same, but the public in general have not yet arrived at this standard of education, and after all it is the public in general who make it worth while to produce maps of Scotland. Tourists, at any rate, who come out for recreation have cause to regret the omission of the familiar names: some might even be shocked to learn that the "*Barvas*" of Wm. Black's story should be "*Barabhas*." On our own maps we have, in such cases as the ones quoted, added the Saxon spelling, but we confess our inability to do more than struggle with the difficulty.

* These two letters in conjunction may always be ignored.

The Seasons.—Scotland, as everybody knows, is a heather rather than a bracken country, and the heather blooms in the late summer. Consequently that period of the year in which ninety-nine out of every hundred tourists visit Scotland happens to be the best. We say “happens,” because tourists, as a class, never dream of accommodating themselves to Nature in fixing the time of their tour. Nature must accommodate herself to them. While fashion is broiling itself in the parched-up parks and sweltering saloons of London, Nature is in most parts of the country wearing her most seductive garb. The air is freshest and purest, and the birds, the most grateful recipients of God’s blessings, are singing their blithest. When Nature has doffed the freshness of youth, and become a sober and somewhat monotonous matron, then the public rush to see her. Scotch tourists, however, are better off than others. For them the “matron” wears a special garb of heather, perhaps the choicest in her wardrobe, as long as it retains its gloss and glow, but when these are gone, the glory has departed. Unlike the bracken, which looks best when it is worn out, heather at once acquiesces in the gloom and sadness which we associate to such an uncalled-for degree with winter. On the other hand, it may be urged as a set-off that those who anticipate the festival of St. Grouse by a couple of months or so, have the advantage of a greater freshness in the glens, and though the means of locomotion are not so abundant as in the height of the season, the certainty of sufficient accommodation at the end of each day’s journey is an advantage which the tourist who prefers enjoyment to hurry-scurry will not value lightly. Anyhow, with regard to the water-routes, there can be no doubt of the folly of those tourists who with the power to pick their own time choose to “throw in with the ruck” and submit to all the possible unpleasantnesses of overcrowding in the height of the season. There is not a finer month in the North than June; even so far south as Oban you can read the paper by daylight at 10 p.m. A good train service is on, the steamers and some of the coaches are running, and their freights consist of a few honeymooners and may be a handful of Whitsuntiders from Lancashire. June and July are *the* months in which to sail the northern seas, whether it be to the “Ultima Thule” of Shetland or the capital of the “iron-gray Hebrides.” “Come early” we would say to the tourist, and then you are sure to “come often.”

Although, from the preponderance of heather, Scotland

does not usually appear to such advantage in the winter season as the English Lake District, which is almost entirely bracken, the following little story will show that under exceptional circumstances it is well worth a visit.

A Winter Walk.—It was the writer's good fortune to visit the Highlands of Perth and Argyll during the severe winter of 1880-81 in company with a couple of friends. During the first week the party travelled under the reverse of favourable conditions. A month's frost had given way to a temporary thaw. The air was muggy, the clouds were low down on the mountain-sides, and the "going" was very bad, mud and soft snow alternating with each other. Then the frost set in again with increased severity, the thermometer several times registering below zero; and a week of as delightful touring as any of the party had ever experienced resulted. The first day's walk was up Ben Ledi from Callander, down to Glenfinlas, and on to the Trossachs and Loch Katrine, the return to Callander being made by moonlight. The view from Ben Ledi comprised everything that can ever be seen from that commanding height except the low-lying country between Callander and Edinburgh, which lay under a covering of dense fog. In Edinburgh on that day the people, as we afterwards heard, could not see across the street. On the second day, the tour was continued by Balquhider, Loch Voil, Glen Ogle and Killin to the Ben Lawers Hotel on Loch Tay. The cold was intense, but during the morning the sun shone brilliantly. One usual effect of the great severity of the weather, the tameness of the birds, we frequently noticed during our tour. In Glenfinlas the black game were perched like popinjays on the tops of the bare, gaunt-looking trees. They paid not the slightest heed to our approach. Near Killin an equally indifferent grouse was squatting on a tree close to the road. We stopped to reason with him on the danger of his position, but not till we had several times brushed his tail with whatever light and harmless material we could lay hands upon, did he condescend to change it. Then he composedly flew away to another tree about 50 yards off.

Near Killin, too, we found a great curling match proceeding. "Tss-s-s-s," hissed the shapely, well-polished stone, as it was sent skimming over the ice from the hand of each red-waistcoated, tartan-breeched champion, while the knights of the besom, in hot rivalry, cleared away every obstacle, real and imaginary, between the curler and his mark. Loud and ceaseless were the cries of "Come awa', come awa', mun!" "Soup it up, soup it up!" from the excited bystanders. There was the true "ring" of a national pastime about the whole affair, and a keen interest in it which defied every possible drawback to enjoyment. The thermometer was somewhere about zero, and the *rendezvous* high up among the Highland hills. A fortnight later we witnessed the same sport on the ice-bound expanse of Derwentwater, but the sober Saxon was

a poor exponent of its spirit in comparison with his Gaelic cousin.

Hitherto, during our walk from Callander, we had almost basked in bright sunshine, but north of Glen Ogle we found valley and lake under the dominion of fog and mist. The Sun, who had "come forth as a bridegroom," suddenly rolled himself up into a ball and said good-night at mid-day, nor did he reappear until we were half-way up Ben Lawers on the following day; then, after a short struggle with the mist, he burst forth in all his splendour, making the snow glisten as it had never glistened before, and atoning to us individually for his previous neglect by showing each his duplicate on an opposite ridge. We had never seen the phenomenon before, and imagined it to be the "Brocken Spectre" sometimes seen in Saxony; it turned out, however, to be "Ulloa's Circle." A description of it appears in the ascent of Ben Lawers.

Our day on Ben Lawers was as successful as that on Ben Ledi, except that the extreme hardness of the snow prevented our reaching the actual summit. We had nothing but our heels to cut steps with, and we were none of us sufficiently tired of life to risk it for the satisfaction of standing 4,000 feet above sea-level on British soil in mid-winter. Having still some hours of daylight, we worked round to another ridge, on which the snow proved softer, to within 100 feet of the summit. Here the way became difficult, and the sun, declining almost to the sky-line of the peaks of Ben More, suggested to us that a night on the mountain would be long and uncomfortable.

The next morning mist again covered the lower ground. We turned our steps towards Fortingal, with its yew-tree dating from the era of the Kings of Israel. What of the view? Mountains there were none, and Loch Tay took us quite by surprise, as we almost stepped into its waters. On we walked, bewailing our luck, when suddenly, high up in mid-air, like the "baseless fabric of a vision," there shone a gleam of silver from a background of purest blue. The "bridegroom" was evidently fighting it out again in the upper region. The silver turned out to be the fir trees on the top of Drummond Hill, and surely never, even in the grandest transformation scene, were such fir trees conceived. Here, however, Nature and not the scene-painter was the producer. The struggle between sun and mist was soon over, and as we crossed the high ground between Strath Tay and Strath Tummel, the whole scene spread itself out before and beneath us in the soft and slanting light of a bright January afternoon. Schiehallion reared his graceful cone on the left, and in front the plateau of the Eastern Grampians, snowy and desolate, made Strath Tummel look cosy and animated by comparison. We descended in double quick time to the comfortable little Tummel Bridge Inn. Here the beer was frozen, and a peat fire piled half-way up the chimney scarcely warmed the room by midnight. The following day, which was colder than ever, our walk was by Loch

Tummel and through the Pass of Killiecrankie to Blair Athole. Anything more lovely than the prospect known as the "Queen's View," at the east end of Loch Tummel, we had none of us ever seen. It is beautiful in summer, but now, with a foreground of hoar-frosted trees, and the whole landscape chastened, as it were, by the soft transparency of the winter light, through which the mountains of Glencoe, rising far away beyond the waters of Loch Tummel and Loch Rannoch, seemed objects of the sweetest dreamland, the effect was simply indescribable.

Before turning our steps southwards again we saw several more singularly beautiful and characteristic winter scenes, notably one of Killiecrankie in which hoar-frost supplied the place of foliage, and sun and mist were contending for the possession of the pass, but we here bring to a close a little narrative, in relating which our sole aim has been to show how much real lovers of scenery lose by taking it for granted that there are particular periods of the year during which Nature is not worth seeing. For ourselves, we have never had occasion to regret taking a winter tour. The shortest day affords ample time for a twenty-mile walk between breakfast and sun-down, and the views obtained are often such as the habitual summer tourist has no conception of.

Historical Association.—In the following pages we have touched as lightly as possible on those sanguinary episodes of clan history with which many of the most favoured spots in the Highlands are unfortunately associated. The stories, as they stand, are either exaggerated or true. If the former, the less the exaggeration is repeated the better, if the latter a perusal of their details may gratify the cravings of subscribers to the "penny dreadfuls" but cannot add to the pleasure of a genuine tourist who comes out with a healthy desire to enjoy himself. Some of these stories are akin to the most horrid Greek fables and, without attaching the slightest value to our opinion, we are inclined to treat them as such. Otherwise that black blot on the page of English History, the "Massacre of Glencoe," was only an example of the ordinary way in which any little matter of dispute was settled.

Tourist Accommodation and Hotels.—We are pleased to be able to cut our remarks on this score shorter than when we first wrote on the subject. Hotel charges generally have of late years shown a tendency towards levelling themselves, and, while in some parts of the country they have slightly levelled up, in Scotland they have, if anything, levelled down. The tariff of first-

class hotels, may be generally reckoned as slightly in excess of that which holds in the English Lake District, but certainly not higher than that of fashionable watering-places in England. We have collected tariffs from the favourite resorts of Scotland, and have not found the following exceeded:—

Table d'hôte Breakfast	... 2s. 6d. to 3s. 0d.
Dinner	... 4s. 0d. to 5s. 0d.
Bed and Attendance	... from 4s. 0d.

This scale rules at Edinburgh, Oban and Inverness, at all of which places 20 to 30 per cent. may be saved by staying at smaller houses—Temperance or partly Commercial, while in many country-places the charges are somewhat lower. In small items, too, eatables and drinkables, an improvement has taken place, and visitors may generally speaking indulge in what is vulgarly called a “snack” without paying the price of a full meal. This is, we hope, becoming universal.

If this scale be considered excessive tourists must remember that to a great extent they have, as a body, to thank themselves for it. In former days travellers in search of the picturesque contemplated not without pleasure a certain amount of “roughing it.” Now, a route which involves this is eschewed, however beautiful it may be. A large proportion of Scotch tourists simply travel from table d'hôte to table d'hôte, and their criticisms are much more keen on what they eat than on what they see. They have “plumped” for luxury and, generally speaking, they have got it. Every hotel must now have—besides its coffee room—its drawing room and its reading and writing room, and, above all, its lounge, where the two sexes may take their ease together without shocking “Mrs. Grundy.” Tourists who have been riding all day—by train, coach and steamer—are not equal to the exertion of five minutes’ walk to their hotel; they must have a ‘bus for themselves and a trolley for their luggage. All this is sad but true, and the minority who care for none of these things must go to the wall, or, if they want to eat and drink when and how they like—not spending the most enjoyable part of the day, as is often the case, in protracted feasting—they must select a humbler class of hotel.

It is needless to add that, with a certain class of tourists—those whose “fancy lightly turns to thoughts of love”—some of the hotels enjoy special favour, as is testified by the

following extract from the Visitors' Book at a celebrated house in Perthshire :—

"The reason why I'm going away
I leave in writing, so that they
Who've made my life a burden here
May know why I shan't reappear.
There's not a room in all this place
Which couples, newly wed, don't grace.
I wander here, I wander there,
But find them spooning everywhere.
Sometimes they blush, sometimes they glare,
But all regard me as a bear.
I am a bashful man, and so
Since I can't hide myself, I go."

The fare on the steamers is universally good, and the meals are served in simpler style; the tariff being, breakfast and tea 2s., dinner 2s. 6d. to 3s.

Since school-holidays have almost coincided with the London recess and the shooting period, the season in Scotland has become shorter than it was before and the rush greater. This again is hard on hotel proprietors, who must keep up a nominal season for six weeks or so before the actual one begins. On the popular fatuity which contributes so much to this end, we have commented in our remarks on the seasons.

At the same time, while we gladly lend our aid towards relieving the English mind of the bugbear which besets it in respect of Scotch travel, we must still invite attention to the want of more varied accommodation on some of the favourite routes—such as would better commend itself to the tastes and pockets of that minority for whom we have already expressed our sympathy, and who, if it were provided, would, we think, very soon cease to be a minority.

The revolution that has taken place in railway travelling affords sufficient proof of the will of the public to travel if they can only find the way. When a railway magnate attributes the falling fortunes of first and second class and the enormous increase of third class traffic mainly to the dullness of trade, he is deluding either the shareholders or himself. Fairly well-to-do people whose grandfathers made, say, three "grand tours" in a lifetime, nowadays arrange for an excursion every year, and the go-where-you-please-in-comfort-at-a-penny-a-mile principle has incalculably extended the area of their wanderings. Under the old system they would either only go once where they now go three times or they would not go at all. If the tourist tickets of the visitors were examined any day at a first-class hotel in Oban, a very large proportion of them would be found to be third class. That this state-

ment is no exaggeration is proved by the fact that since it was originally penned, second class has been abolished on every railway in Scotland.

The Steamboat Companies have admirably backed up, if indeed they did not actually set the example to the Railway Companies, and there is probably no better or cheaper coasting steamer-service in the world than that of Scotland. In this respect the Clyde is far ahead of the Thames.

Of the petty vexations of Scotch travel two have still to be wiped out—drivers' fees and pier-dues. On many coach-roads the former are abolished, but the latter most injudiciously imposed tax maintains an evergreen vitality. The one is like paying an engine driver on a railway journey; the other, if not exactly on a par with paying for the use of a platform at a railway station, is at any rate as obsolete in theory as toll-gates. The fares on Scottish steamers are generally moderate and the pier-dues, if necessary, might be added; but as getting on and off are necessary parts of a steamboat-journey, there is not the slightest excuse, except custom, for putting the traveller to the annoyance of making two payments, or—economically—for employing two men when one would suffice. In the English Lake District there never were any pier-dues, and drivers' fees have been abolished. Paterfamilias, all "wreathed smiles" as with a bag in one hand and a bundle of rugs in the other he sets foot on the gangway, is suddenly encountered by the lynx-eyed man-at-the-gate, who demands twopence. What signifies it to him that the pier belongs possibly to the lord of the soil and not to the steamboat company? His composure is upset for the next two hours, and then he goes home and abuses Scotland.

These are but minor drawbacks, and, to sum up, we may fairly hope that ere long Scotland will be in all respects,—what it already is in most—as good and satisfactory a touring district as any in Europe.

Archæology.—Among the principal prehistoric remains in Scotland may be mentioned some decayed Lake Dwellings on the S.W. coast; Standing Stones on some western islands; and numbers of the ancient towers called Brouchs or Burghs, such as the famous "Tower of Mousa," and similar ones in Skye.

Of the Early Christian period, "neither the history nor the remains," says Dr. Joseph Anderson, "can be studied apart from those of Ireland." In dealing with the monastic ruins on the islands of the west coast of Scotland, the

antiquarian has indeed to make constant reference to the corresponding remains in Ireland—the ancient *Scotia*—“where the genius of the people, their immemorial customs, their language and institutions were so similar to those of our own country that when the new faith was finally established by the labours of her missionaries, the converts accepted with it the ecclesiastical customs, constitution, and usages already established there.”

Books, etc.—Burton's *History of Scotland* is famous; but the most important modern History is *A History of Scotland*, by Andrew Lang, which, judging from the first volume (April, 1900), promises to be “a monument of great and various learning lightly borne.”

For the antiquities of Scotland and matters of archaeological interest the best authority is Dr. Joseph Anderson, who has divided his work of four volumes into *Scotland in Pagan Times* and *Scotland in Christian Times*. Other useful books are *Rude Stone Monuments in Northern Scotland*, by Dr. Jas. Fergusson; *Sculptured Monuments in Iona*, by Jas. Drummond; and Campbell's *Tales of the West Highlands*.

Maps.—Bartholomew's series, 2 miles to the inch, contoured in colours, is the best. It consists of 29 sections, including Orkney and Shetland. 2s. each.

G L O S S A R Y.

* * * The italics show the Gaelic spelling where it differs from that now usually adopted. *Gen.*=Genitive.

Aber (<i>Abar</i>)	(perhaps)river-mouth	Aberdeen
Ach, auch	a field	Auchnasheen
Allt, ault (<i>gen. uilt</i>)	a stream	Aultbea, Taynuilt
An	a little...(diminutive)	Lochan
An	of the	Loch-an-Eilean "lake of the island"
Ard, aird	a high point	Ardnamurchan
Avie (<i>abh</i>), awe	water	Aviemore, Loch Awe
Avon (<i>abhainn</i>)	a river	Avon
Bal (<i>Baile</i>)	a town, place	Balmoral
Bar (<i>barr</i>)	a point, an extremity	Dumbarton
Bea (<i>beith</i>)	birch	Aultbea
Beallach	a pass	Beallach-nam-bo
Beg (<i>beag</i>)	little	Glen Beg
Ben (<i>beinn</i>)	a mountain	Ben Nevis
Blair (<i>blàr</i>)	a (battle) field	Blairstown
Bo (plural <i>ba</i>)	a cow, an ox	Beallach-nam-bo
Bourd (<i>buid</i>)	flat	Ben-a-bourd
Brae (<i>bràigh</i>)	a mountain	Braeriach
Bran (<i>braon</i>)	drizzle	Strath Bran
Breac (<i>bhreac</i>)	spotted	Ben Vrackie
Bruach (<i>gen. bruiach</i>)	edge of a bank	Tigh-na-bruaich
Bui (<i>buidhe</i>)	yellow	Ben Bui
Bun, bon	bottom, root	Bunawe
Cam	crooked	Campsie
Can, caen, kin (<i>ceann</i>)	head	Can(Kin)tyre
Car	a bend	Cardross
Carn (<i>gen. cairn</i>)	a heap, pile	Cairngorm
Carse	a wide, level valley	Carse of Stirling
Clachan	a stone circle; hence, a collection of houses	Clachan of Aberfoyle
Clunie (<i>cluan</i>)	a meadow	Clunie
Coir, corrie (<i>coire</i>)	a hollow	Corry-na-Creich
Col	a neck, top of pass (French)	
Coul (<i>cùl</i>)	a back	Tillycoultry
Creich (<i>creach</i>)	spoil, or boundary	Corry-na-Creich
Cruach	a heap, stack	Ben Cruachan

Dal (<i>dail</i>)	a field	Dalwhinnie
Damph (<i>damh</i>)	a bullock	Inch-na-damph
Dearg	red	Druim Dearg
Dhù (<i>dubh</i>)	black	Ben Muic Dui
Drum, druim	a back, ridge	Drumochter
Dun	a fort	Duniquoich
Eilean, &c.	an island	Loch-an-Eilean
Ess (<i>eas</i>)	a waterfall	Loch Ness (an eas)
Fad, fada	length, long	Inch Fad
Falloch (<i>Falach</i>)	hiding place, shelter	Glenfalloch
Fyne (<i>fionn</i>)	white, shining	Loch Fyne
Gair, gare (<i>gearr</i>)	short	Gairloch, Gareloch
Garve (<i>garbh</i>)	rough	Garawalt
Glas	grey	Glenkinglas
Glen (<i>gleann</i>)	a valley	Glen More
Gloe (<i>gleo</i>)	mist	Ben-y-Gloe
Gorm	blue	Cairn Gorm
I, Inch, Innis, Inis	an island [able]	I mhór
Inver (<i>Inbhir</i>)	river-mouth (prob-	Inverness
Kil	= Lat. <i>cella</i> , a monk's cell, hence applied to enclosures and parishes	Kilmartin
Killie (<i>coille</i>)	a wood	Killiecrankie
Kin (<i>ceann</i>)	a head	Kintyre
Knock (<i>cnoc</i>)	a knoll	Knock of Crieff
Kyle (<i>caol</i> , narrow)	a strait	Kyle Akin
Lag, laggan	a hollow	Loch Laggan
Larig	a path or way	Larig Ghru
Leath (<i>liath</i>)	grey	Monadh Liath
Linn(e)	a pool, narrow chan- nel	Linn of Dee
Lis (<i>lios</i>)	a garden	Lismore
Loch	a lake	Loch Earn
Mam	} a rounded hill	Mam Rattachan
Meal (<i>meall</i>)		Mealfourvonie
Mon (<i>monadh</i>)	moorland	Monega Hill
Mor, more (<i>mòr</i>)	big	Kenmore
Muck, muic (<i>muc</i> , gen. <i>muic</i>)	a sow	Beinn Muic Dui
Na	of the	Loch-na-gar
Ochter (<i>uachdar</i>)	uplying	Drumochter
Quoich (<i>cuach</i>)	a cup	Duniquoich
Ree (<i>righ</i>)	a king	Portree
Riach (<i>riabhach</i>)	greyish	Braeriach
Ross (<i>ros</i>)	a point	Kinross
Scur, scour (<i>sgòrr</i>)	a rough mountain	Scur-na-Gillea
Shiel (<i>silidh</i>)	dropping rain	Glenishiel
Spittal, spidal	a place of entertain- ment	Dalnaspidal

Tigh	a house	Tigh-na-bruaich
Tilly, tully (<i>tulach</i>)	a knoll	Tillicoultry
Tom	a mound	Tomachastle
Tor (<i>torr</i>)	a round hill	Torlum Hill
Tyr (<i>tir</i>)	land	Kintyre
Uam (<i>uamh</i>)	a cave	Uamvhar
Uig	a nook	Uig
Uisk (<i>uisge</i>)	water	Coruisk

* * In Gaelic names *bh* and *mh* are pronounced *v*; and *dh* and *gh* generally *y* (if anything); *sh* and *th*=*h*; *fh* is mute—*e.g.*, Sgurr Fhuaran, Scour Ouran.

HEIGHTS OF MOUNTAINS.

Name.	Ft.	County.
Ben Nevis	4406	Inverness
„ Muich Dhui	4296	Aberdeen
Braeriach	4248	„ --Inverness
Cairn Toul	4241	„
„ Gorm	4084	„ --Inverness
Ben Lawers	3984	Perth
Mam Soul (Cairn Eige)	3877	Inverness—Ross
Ben More	3843	Perth
Lochnagar	3786	Aberdeen
Bidean-nam-Bian	3766	Argyll
Ben Alder	3757	Inverness
„ Lui	3708	Perth
„ Cruachan	3689	Argyll
„ Bynack	3574	Inverness
Schiehallion	3547	Perth
Ben Douran	3523	Argyll
Scour Ouran	3505	Ross
Glasméal	3502	Aberdeen—Forfar—Perth
Ben Attow	3383	Inverness—Ross
Buchaille Etive	3345	Argyll
Ben Eay	3309	Ross
„ More	3273	Sutherland
„ Wyvis	3250	Cromarty
„ Vorlich	3224	Perth
„ Slioch	3217	Ross
„ Lomond	3192	Stirling
„ More (Mull)	3169	Argyll
Suir-na-Gilleán (Skye)	3167	Inverness
Ben Vorlich	3092	Dumbarton
Mount Keen	3077	Aberdeen
Ben Chonzie	3048	Perth
Blaven (Skye)	3042	Inverness
Ben Arthur (“Cobbler”)	2891	Argyll
„ Ledi	2875	Perth
Goat Fell (Arran)	2866	Bute
Canisp	2779	Sutherland
Merrick	2764	Kirkcudbright
Ben Vrackie	2757	Perth
Broadlaw	2723	Peebles
Cheviot	2676	Roxburgh
Hartfell	2651	Peebles, Dumfries
Paps of Jura	2569	Argyll
Mount Beattock	2555	Kincardine—Forfar
Suilven (The Sugarloaf)	2399	Sutherland
Mount Blair	2441	Forfar
Ben Venue	2393	Perth
Storr Rock (Skye)	2360	Inverness
Tinto Hill	2335	Lanark
Mealfourvie	2284	Inverness

HEIGHT OF PASSES (APPROXIMATE).

		Feet.
Between Braemar	and Glenisla (path)	3,300
" "	" Aviemore (Larig Pass, path)	2,750
" Ballater	" Edzell (path)	2,750
" "	" Clova (path)	2,500
" Braemar	" Spittal of Glenshee (road)	2,200
" "	" Loch Builg (road)	2,200
" Pitlochry	" Spittal of Glenshee (path)	2,100
" Fort William	" Kingshouse (Devil's Staircase, path)	1,750
" Balmacara	" Invercannich (Beallach Pass, path)	1,700
" Blair Athole	" Braemar (path)	1,550
" "	" Kingussie (Drumochter Pass, rail)	1,500
" Jeantown	" Shildaig (road)	1,500
" Ballachulish	" Inveroran (road)	1,450
" Tomdoun Inn	" Clunie Inn (road)	1,425
" Glen Rosa	" Glen Sannox (path)	1,400
" Banchory	" Fettercairn (road)	1,400
" Ballachulish	" Taynuilt (path)	1,300
" Aberfeldy	" Tummel Bridge (road)	1,250
" Kingshouse	" Kinloch Rannoch (path)	1,200
" Invercannich	" Glen Elchaig (path)	1,100
" Kinloch Rannoch	" Struan (road)	1,100
" Moffat	" St. Mary's Loch	1,080
" Glenelg	" Shiel Inn (Mam Rattachan, road)	1,075
" Tyndrum	" Inveroran (road)	1,050
" Auchnasheen	" Gairloch (road)	1,000
" Garve	" Ullapool (road)	1,000
" Kinlochewe	" Auchnashellach (road)	1,000
" Lairg	" Lochinver (road)	1,000
" Lochinver	" Ullapool (road)	1,000
" Callander	" Crianlarich (rail)	950
" Arrochar	" Inveraray (road)	900
" Clunie Inn	" Shiel Inn (road)	900
" Dalmally	" Crianlarich (rail)	900
" Fort William	" Kingussie (road)	900
" Uig	" Quiraing (road)	900
" Sligachan	" Loch Coruisk (path)	800
" Lochgoilhead	" Inveraray (Hell's Glen, road)	720
" Balmacara	" Strone (road)	700
" Drumnadrochit	" Invercannich (road)	700
" Invergarry	" Loch Hourn Head	700
" Inveraray	" Dalmally (road)	675
" Loch Lomond	" Crianlarich (road)	620
" "	" Loch Katrine (road)	500
" Arisaig	" Fort William (road)	500
" Inverness	" Oban (Caledonian Canal)	100

BICYCLE CHARGES.

In all cases at owner's risk.

(1) By Rail.

As personal luggage, 6*d.* up to 12 miles; 9*d.*, 25; 1*s.* 50; 1*s.* 6*d.*, 75; 2*s.* 100; 6*d.* each additional 50. As parcels, 50 per cent. additional.

London to Carlisle, 4*s.*; Edinburgh, 5*s.*; Glasgow, 5*s.* 6*d.*; Perth, 5*s.* 6*d.*; Inverness, 7*s.*; Aberdeen, 6*s.* 6*d.*; Oban, 6*s.*

Usual cloak-room charges, 4*d.* not exceeding 2 days; 2*d.* each day extra.

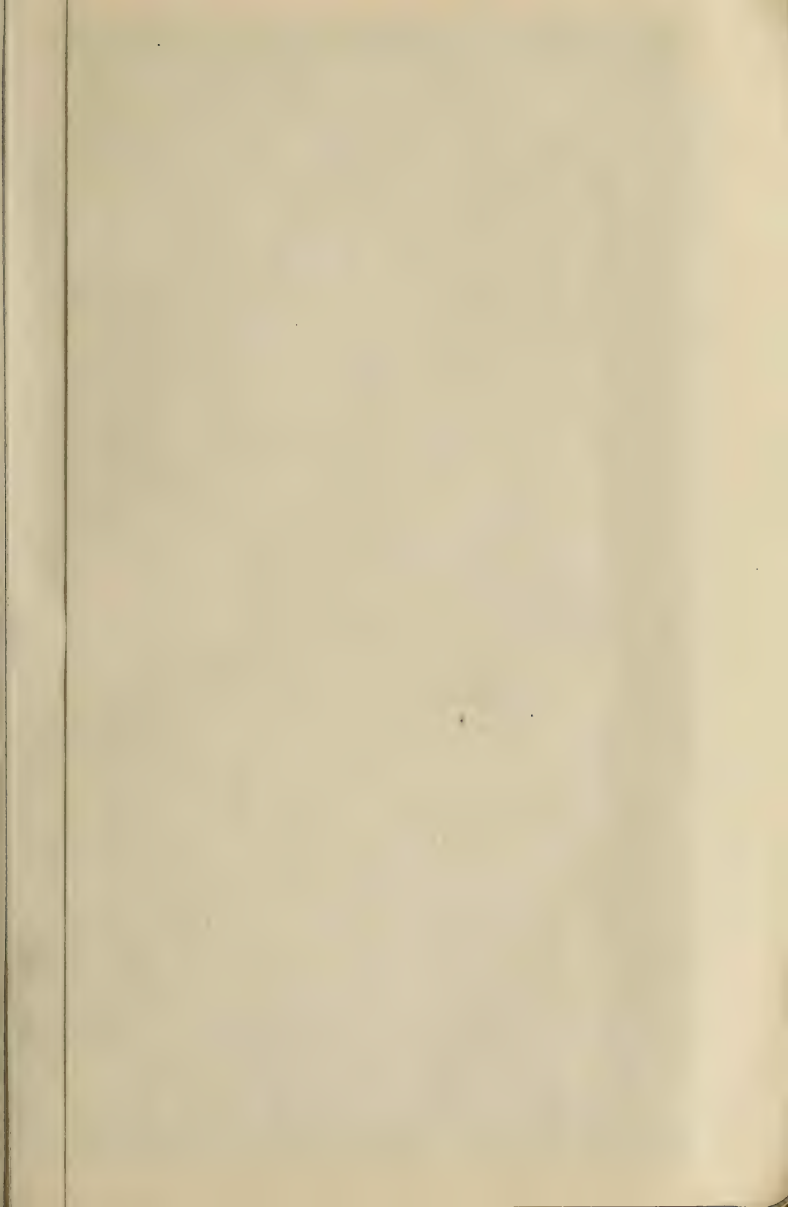
(2) By Sea.

London to Edinburgh, 2*s.* 6*d.* (accompanied); 5*s.* (unaccompanied); Aberdeen, 5*s.* (either); **Liverpool** to Glasgow, 2*s.* & 2*s.* 6*d.*; Oban or Stornoway, 2*s.* 6*d.* & 7*s.* 6*d.*; **Belfast** to Glasgow, 2*s.* & 3*s.* 9*d.*; **Dublin** to Glasgow, free & 7*s.* 8*d.*; **Stranraer** to Larne, 1*s.* & 1*s.* 6*d.*

MacBrayne's steamers (accompanied): Up to 10 miles, 6*d.*; 25, 1*s.*; 50, 1*s.* 6*d.*; 75, 2*s.*; 100, 2*s.* 6*d.*; 6*d.* additional each 50.

Glasgow to Ardrishaig, 2*s.*; Oban, 3*s.* (Crinan Canal note, *p.* 211); Fort William, 3*s.*; Oban to Fort William, 1*s.* 6*d.*; Fort Augustus, 2*s.*; Inverness, 2*s.* 6*d.*; Kyle of Lochalsh, 2*s.* 6*d.*; Portree, 3*s.*; Gairloch, 3*s.*

* * * These charges are subject to alteration.



Approaches.

* * * For a detailed description of the country south of Edinburgh and Glasgow see *Scotland Part III., Lowlands, 4s.*

The three great trunk-lines which connect England and Scotland vie with one another in affording every facility to Scotch tourists, and their train-services are amongst the best and quickest in the world. Both classes of traveller may now journey with thorough comfort in handsomely-equipped corridor and saloon-carriage trains provided with dining cars. Third-class night passengers may enjoy the luxury of a pillow for the modest sum of sixpence. All the Companies have now abolished second-class, as regards their Scotch traffic, greatly to the advantage of the third-class traveller. In Scotland itself all the Companies have abolished second. The three routes to Scotland are respectively called the *West Coast (Mail) Route* (W.C.J.S.), which is in the hands of the London and North Western and the Caledonian Companies; the *East Coast Route* (E.C.J.S.) belonging to the Great Northern, the North Eastern and the North British; and the *Midland Route* (M.S.J.S.) owned by the Midland, North British, and Glasgow & South Western. "J. S." signifies "Joint Stock." From London all these routes are available; while from other places their names and a study of the map will fairly indicate their respective advantages. From Bristol and the West of England passengers may choose between the Midland throughout and the joint L. & N.W. and G.W. ("Great Western") route *viâ* Severn Tunnel to Crewe, where the main L. & N.W. line is joined.

Besides these land-routes, there is a good choice of steamer-services, for particulars of which see p. 15.

1. To Edinburgh or Glasgow, by the London and North Western and Caledonian Railways. (West Coast Route.)

London (Euston) to Preston, 209 m.; Lancaster, 230; Carlisle, 290; Carstairs, 372; Edinburgh, 400;—Glasgow, 402.

Fares:—London to Edinburgh, 57s. 6d., 32s. 8d.; Glasgow, 58s., 33s. Tourists' (return) tickets:—Edinburgh, 109s. 6d., 50s.; Glasgow, 110s. 3d., 52s. Ordinary return third, 62s. 8d. and 62s. 11d. respectively.

During the season there are eight or more trains a day by this line from London to Scotland. The principal ones are the day expresses about 10 and 11.30 a.m. and 2 p.m. (*dining and luncheon-car, 1st & 3rd cl., to Glasgow and Edinburgh. Lunch, 2s. 6d. Din., 3s. 6d. 1st cl.: 3s., 3rd*); the "Highland Mail" (for Aberdeen and Inverness) at 8 p.m. and the Edinburgh and Glasgow night express abt. 11.50. The company's own sleeping-cars are attached to the night trains at a charge of 5s. over and above the first-class fare. By diverging at Carstairs (by the trains which stop there) for Lanark (4½ miles), tourists may by this route visit the Falls of Clyde on their way, thus avoiding a special journey from Glasgow or Edinburgh.

This is the oldest route to Scotland, and still deservedly retains its full share of public patronage. There is no scenery worth

mentioning upon it until Lancaster is passed. Beyond that town, however, there is much to arrest the eye of the traveller. To the right of the station at **Lancaster**, and almost overhanging it, is the time-honoured Castle. Then we cross the Lune and soon, looking over Morecambe Bay (with Morecambe itself) on the left, obtain a good view of the Conistون Old Man and other fells of English Lakeland away to the north-west. Through the busy junction of *Carnforth*, with its huge iron-works, and on between limestone crags, we rise to **Oxenholme Junction**, whence the Lake mountains again come into view, closer and more distinct than before. The Old Man is the most southerly of them, and is continued by a long, broken ridge, in which the most prominent summits are Bowfell, a graceful peak, and the "lions" of Langdale. In the gap, to the left of Bowfell, Scafell Pike, the crowning height of England, is plainly visible.

Route through the English Lakes. (See "*Thorough Guide to the English Lakes*," 5s.) Many tourists wish, on their way to Scotland, to snatch a hurried look at the *English Lakes*. This may be accomplished by spending one night on the way. The main line is left either at Carnforth, for *Lake Side* (at the foot of Windermere), or at Oxenholme, for *Windermere Village*. Those who diverge at Carnforth will find high-class quarters for the night at any of the hotels on *Windermere Lake*--Lakeside Station (foot of lake), Storrs, the Ferry, Bowness, Low Wood, or Ambleside. For such as travel by Oxenholme, "*Rigg's Hotel*" at Windermere Station is excellent. On the following day they may regain the main line at Penrith in time for an evening train to Scotland, either by taking coach to *Keswick* (21 m. from Windermere Station) and train on to *Penrith* (18 m.), or by coach from Bowness and Windermere Village to *Patterdale* (14 m.): steamer down *Ullswater* (8 m.) to *Pooley Bridge*, and coach to *Penrith*, 6 m. There is also a coach from Ambleside to *Patterdale* (9 m.), but tourists should, if possible, go round by Troutbeck (4 m. extra).

Beyond Oxenholme there is an attractive view, rather reminding one of Bath, over the grey town of *Kendal*, which lies considerably below the line on the left hand, amid limestone hills, in the green valley of the Kent. The array of Lake mountains in the background is very fine. Then, after a continuous ascent of another five miles, the beautiful valley of the Upper Lune suddenly bursts upon the eye on the opposite side--the prettiest peep, perhaps, on the whole route, and greatly enhanced by its viaduct. Here, at Low Gill, the old route from Yorkshire converges.

Hence to **Tebay** the view is confined to very narrow limits by steep green fells on either side, down the bottom of which sports the Lune with all the merry prattle of infancy. At *Tebay* the line over Stainmoor (the highest railway in England) to the romantic Tees valley and Darlington strikes off on the right, and then we commence another sharp climb to *Shap Summit* (1,000 ft. above sea-level). A little short of this, in a small fir-planted hollow of the desolate Shap Fells, the dull barrack-like building on the left is *Shap Wells*, famous for its fine air and nasty waters. Then comes a descent of some dozen miles to Penrith. *Wet Sleddale*, an outlying valley of the Lake District, at right angles to the line on the left, introduces us to cultivation again. Beyond it, and unseen in a deep recess, lies the beautiful Haweswater. A striking

view across the Eden valley to Crossfell and the long Pennine range opens on the right, and crossing the pleasant stream of the Lowther, we catch sight of the basin in which Ullswater lies, with the Helvellyn range on its far side. Isolated from it to the north, the eastern shoulder of Saddleback is seen. We cross the Eamont, the stream of Ullswater, and enter **Penrith**. Beyond the town rises the wooded hill called Penrith Beacon, and close to the station a red sandstone wall or two mark the site of the Castle.

Beyond Penrith the scenery resumes an ordinary agricultural aspect, which it preserves to, and some distance beyond, Carlisle. At **Carlisle Station** is a first-class hotel—the “County.” “Graham’s,” 1 min. from station, is a good Temperance. *Lion Fam. & Comm.* also handy. The city itself is a pleasant place, neither more or less “merry” than the average of well-to-do county towns. Those who linger an hour or two in it will find the *Cathedral* (open 9.30—5, free; *Tower and Clerestory*, 6d.; *out of hours*, 1s. *Services*:—*Sunday*, 11, 3, 6.30; *Weekdays*, 10, 4, all choral, except Friday aft.) in seven minutes’ walk from the station, branching left out of the main street at the cross.

Though as a whole comparatively poor, **Carlisle Cathedral** has very fine features. The west end is solid Norman, but the *Nave* has been shorn of almost its entire length. Tattered banners hang from the arches. The *Choir* is very beautiful and mostly Early English. The *East Window*, decorated in style, measures 58 by 32 ft., ranking next in size to York and Gloucester, and inferior to none in beauty. Notice also the carving of the *Pulpit*—scenes from the life of Christ—the *Stalls*, the *Reredos*, and the *Bishop’s Throne*, modern. In the South Aisle is a quaint faded fresco depicting the legend of St. Augustine. Sir Walter Scott was married in a part of the Cathedral then used as a parish church. Dean Close (*d.* 1882) has a monument in the S. Choir Aisle, and under the E. window is a mural tablet to Paley, author of “*Evidences of Christianity*,” who is buried in the N. Aisle. The exterior has fine points, but is spoilt by the lopping off of the nave and the poverty of the tower.

At Carlisle we enter the **Caledonian** system and, passing the Cathedral and Castle on the right-hand, cross the Eden, the conspicuous building above which is a nunnery. A long tract of level country succeeds, called the “Debateable Ground” from the uncertainty which existed in old times as to its proprietorship. The debates were usually sustained by arguments of burnished steel, and the principle followed was that

“They should take who have the power,
And they should keep who can.”

South-westwards the peak of Skiddaw and westwards Criffell may be seen across the Solway Firth. Then, 6 m. beyond Carlisle, we cross the Esk close to a curious iron lattice-bridge on the right, and 2 miles further pass *Gretna Junction*. Here the Glasgow and South Western route diverges to the left just at the point where the little river *Sark* separates England from Scotland. Gretna Green is a station about a mile away on the latter route.

The run hence to *Ecclefechan* (21 m. from Carlisle—birth and burial-place of Thomas Carlyle) and **Lockerbie** (26 m., *Temp. Ref. Rm.*) passes through a pleasant country watered by the tributaries of

the Annan, of which the *Milk Water*, crossed between Ecclefechan and Lockerbie, is the prettiest as seen from the line. At Lockerbie a branch of the Caledonian to Dumfries (14 m.) diverges. Proceeding on our way we cross the Dryfe Water by a viaduct and soon enter the main valley of the Annan. The hill seen in the left front is Queensberry (2,285 ft.) We are now on the long ascent to Beattock summit, and as we near **Beattock Station** (41 m.) a good view up the Moffat valley, leading under Hart Fell and White Coomb, two of the highest Lowland hills, to St. Mary's Loch and the "dowie dens of Yarrow," is obtained on the right.

From Beattock (*Temp. Ref. Rm.*) there is a branch (2 m.) to Moffat.

From Beattock the railway rapidly ascends to *Beattock Summit*, the highest point on the line, 1,026 feet above sea-level. The scenery about here is wild, but lacks character. The Clyde descending from the Lowther Hills on the left now becomes our companion, and continues so all the way to Carstairs Junction. Near its banks on the right and visible from the line are the ruined towers of Lindsay, Lamington and Thankerton, but the most noteworthy feature is *Tinto Hill*, 25 miles beyond Beattock, on the left of the line. This hill is more than 2,300 feet high, and is surmounted by a large cairn. Having nothing of equal elevation in its vicinity, it commands a most extensive view. A zigzag road will be noticed all the way up. The station for it is *Symington*, seven miles beyond which we reach the gloomy looking **Carstairs Junction** (73 m., *ref. rms.* "island platform"; *abt.* 500 ft.). Hence the line branches right and left to Edinburgh and Glasgow respectively.

(a) **To Glasgow** the line passes through the great iron district of Scotland, leaving the Clyde some little way on the left. The Falls of Clyde are only a few miles from Carstairs. We shall visit them in the Glasgow section of this book. Tourists visiting them on their way to the Highlands must change at Carstairs into the train for Lanark (4½ miles).

Entering Glasgow through its southern suburbs we cross the Clyde and draw up at the *Central Station*, a handsome building, conveniently situated and communicating with the *Central Station* *Hotel* (first class). For **Glasgow** see p. 169.

(b) From Carstairs to **Edinburgh** the line ascends about 150 feet to the *Cobinshaw Reservoir*, a long featureless sheet of water in which pike predominate, and then descends nearly 600 feet along the northern slopes of the Pentlands, affording a wide view on the left, of which first the Campsie Fells and then the Ochils form the boundary. Arthur's Seat also comes into view in front. As we near Edinburgh Corstorphine Hill, crowned by a tower and dotted with villas, appears on the left. The Caledonian Station, rebuilt, is situated at the west end of Princes Street. The company are just (April, 1903) completing a large first-class hotel adjoining it—to be opened May or June. For **Edinburgh** see p. 17.





2. To Edinburgh and Glasgow by the Great Northern, North Eastern, and North British Railways. (East Coast Route.)

London (King's Cross) to Peterboro', 76 m. ; York, 188 ; Newcastle-on-Tyne, 272 ; Berwick, 338 ; Edinburgh, 395 ; Glasgow, 444.

Fares, same as by foregoing route (p. 1).

There are 8 or 9 trains a day by this route from London to Scotland. The principal ones leave about 10 and 11.20 a.m. and 2.20 p.m. (Dining-car express), and between 8 (Highland Expresses) and 11.15 p.m. (Edinburgh and Glasgow). 1st and 3rd class Luncheon and Dining Cars (*charges, see p. 1*) are attached to the day trains, and Sleeping Cars to the night trains. *Fare in excess of first class, 5s.*

The East Coast route is the shortest and fastest* to Edinburgh, but the very circumstance to which it owes its pre-eminence in speed—the more uniform level of the country through which it passes—makes it inferior in picturesque variety both to the North Western and, still more, to the Midland. With the exception of Peterborough Cathedral and the churches of St. Neots, Grantham, Newark, Doncaster, and Selby, no object of particular interest is passed until **York** is reached. Emerging from the very attractive station here, we gain a fine view of the splendid Minster on the right. Then the line follows the great plain of York, with the Hambleton Hills on the right (note the “White Horse”), and crossing the Tees at *Croft*, enters the county of Durham. **Darlington**, the chief railway centre of this part of the country, calls for little attention from the passer-by, pleasant and well-built town though it is. In another half-hour we reach **Durham**, the “prince” of bishoprics. The railway is carried high up on the hill-side to the west of the city and commands a view which, of its kind, is hardly second to any in the country. The chief feature is the Cathedral, whose three towers and grand Norman nave rise proudly from the summit of a rocky hill, all but encompassed by the river Wear. No cathedral in England occupies such a commanding position as Durham. Close by is the Castle.

From Durham the railway passes through an uninteresting country to *Gateshead* and **Newcastle**. Grimy and smoke-laden as everything in this neighbourhood is, there is a picturesque impressiveness about the scene as we cross the high-level bridge and look down upon the craft below, from the ocean-going steamer to the cockle-shell outrigger of the Newcastle sculler. The cathedral of St. Nicholas is a conspicuous object. From the station we retrace our way for a short distance.

Between Newcastle and Berwick the railway, though it passes the greater part of the way within a few miles of the sea, shows but little of it, until we near Berwick itself. About ten miles short of this independent little borough, we get a sight of Holy Island (Lindisfarne), the cradle of English Christianity, and then by a

* The day express of the West Coast is timed equally fast, 8½ hours. The Midnight express of the E. C. runs in 7¾ hours.

wide sweep over Stephenson's viaduct of 28 arches, we cross the Tweed and enter **Berwick Station**. The view up and down the Tweed in crossing does full justice to the importance of that famous river, and may give the traveller an unduly exalted idea of Berwick itself. The old bridge of 14 arches a little down the stream is a strong feature.

Berwick (*Refr. Rm.* Hotels :—*King's Arms* $\frac{2}{3}$ m. *Red Lion* $\frac{1}{3}$ m. from station, *buses*) has little of antiquity except its fame and its walls. Tourists halting at it had best mount the walls at the gate over the main street leading down from the station, and continue along them on the river-side till they come to the lower end of the town, and then return up the main street, near the bottom of which is the chief hotel, the *King's Arms*. An hour is amply sufficient to comprehend Berwick. From Berwick a branch line leads to Kelso (24 m.) and Jedburgh (34 m.) and tourists may continue to Dryburgh and Melrose (p. 36) on their way to Edinburgh.

To the left of the station is a fragment of the old Castle and beyond it the line is carried well up above the sea, over which it commands from time to time a wide prospect. The Liberties of Berwick extend 3 miles north of the town, and there is no special physical boundary to distinguish the entrance into Scotland. **Burnmouth**, 6 miles beyond Berwick is the quaintest of little fishing villages and has a strongly built harbour. The railway only admits a momentary view down into the combe in which it lies, and then strikes inland, passing, 2 miles further, Ayton House, a modern Scotch mansion, on the right, and then traversing a rich undulating country to *Reston Junction* for Duns and St. Boswells. Beyond this it follows for some distance the windings of the little river Eye and, after a short tunnel, threads a well-wooded glen and comes in sight of the sea again. The Lammermuir hills are now on the left, and there are some very pretty peeps into little glens crossed by the high-road on that side. Before reaching Dunbar the Isle of May is visible far out to sea on the right, and the isolated Traprain Law (724 ft.) in the left front. The *Broxbourne*, a little stream crossed 3 m. beyond Innerwick and about 1 short of Dunbar, marks the spot where Cromwell defeated Leslie in 1650. **Dunbar**, as seen from the railway, suggests nothing, but, after passing it, we have a full view of the Bass Rock across the sea and, further ahead on the same side, Berwick Law is an equally pronounced height. Then, on the left, appear the knobby Garleton Hills crowned by the Hopetoun Monument, and nearing **Drem Junction**, for North Berwick, we get a view across the Firth of Forth to the Lomond Hills of Fife, recognisable by two fac-simile little cones. Past Drem *Hopetoun Tower*, in memory of the 4th Earl of that ilk, is again seen, and Arthur's Seat and the Pentlands appear on the same side in front. The ruins of *Red House*, a 16th century structure, are close to the line on the right, and on the same side, beyond Longniddry, is *Seton*, whither Mary and Bothwell repaired after the murder of Darnley. *Preston Pans*, the scene of the brilliant victory that gave the Young Pretender such unfortunate encouragement to undertake his journey south, is next passed; then comes Portobello, "Edinburgh-

super-Mare," Arthur's Seat and a glimpse of Holyrood on the left, a short tunnel and **Edinburgh** (p. 17), where the Waverley Station is situated close to the east end of Princes Street. The North British Co. have completed (1903) a large first-class hotel at the station. There is a lift to it from the main platform.

For route on to **Glasgow** see p. 45.

3. To Edinburgh or Glasgow, by the Midland. North British, and Glasgow and South Western Railways. (Midland Route.)

London (St. Pancras) to Leeds, 196 m.; Skipton, 221; Hellisfield, 232; Carlisle, 308; (—Melrose, 369; Edinburgh, 406.) Glasgow, 423.

Fares same as by L. & N. W. route (p. 1).

There are 7 or 8 trains a day from London to Scotland by this route. The service has been greatly improved. The chief trains leave about 9.30, 11.30 and 1.30 (all provided with luncheon and dining cars to Edinburgh and Glasgow). The night expresses leaving between 7.15 (Highland Exp.; Ten car) and 12 (Bkfst. car, Carlisle to Glasgow) for Edinburgh and Aberdeen and 10 for Glasgow have sleeping cars, 1st and 3rd class. *Fare in excess of 1st class, 5s.*

This route may appropriately be called the "Picturesque route to Scotland," and tourists who like to minimise the monotony of a long journey by making the most of what is to be seen on the way, will find the day expresses of the Midland and its associated Scotch companies (M. S. J. S., "Midland Scotch Joint Stock") a most pleasurable means of reaching Scotland. The Edinburgh-bound tourist may take the Melrose district on the way, thus avoiding a special journey thither from Edinburgh, and those who are booked to Glasgow may visit the many spots connected with the memory of Burns at Dumfries and, by a slight détour, at Ayr.

The interesting part of this route begins at Leeds and continues with little break all the way to Edinburgh and Glasgow, the best portions being between Settle and Carlisle, and—north of Carlisle—Nithsdale on the Glasgow route, and the neighbourhood of Hawick and Melrose on the Edinburgh one.

Ten miles beyond *Normanton*, we either leave on the right or enter **Leeds** station, and a couple of miles further *Kirkstall Abbey*, a ruin of considerable beauty and lately cleaned-up in a way which gives it a look of newness, comes into full view on the same side. The Aire valley, which we are now threading, must have once possessed many charms, but its stream has suffered woefully from the destroying hand of commerce, and until we pass *Keighley* it is rather an ink-pot than a river. A few miles short of that town, and soon after rounding the sharp curve at *Shipley* (where the Bradford line strikes off), the railway passes close to the model buildings of the late Sir Titus Salt, at *Saltair*. Between this and **Skipton** we enter the somewhat bare-looking limestone district of the North Riding, and continue in it until it gives place to the lively red sandstone of the Eden valley, near *Kirkby Stephen*. The geologist will notice with interest the peculiar smooth and round-shaped hillocks through which the line passes beyond *Skipton*.

The **Settle and Carlisle** portion of the route branches off four miles beyond *Hellifield* (232 m.), where Liverpool and Manchester passengers join the main line. Here the long ascent (1 in 100 with little break) to *Blea Moor* commences. The little town of *Settle*, nestling among its sycamores and overhung by an abrupt limestone crag, wears a very pleasing aspect, and beyond it, as the wider country opens up on the right, we have a full view of *Penygent* (2,250 ft.), marked by a succession of calcareous terraces. Below us, first on the left and then on the right, the *Ribble* careers, cheerfully enough when his lord and master, the "Clerk of the Weather" is in a kindly mood, but angrily expostulating when the reverse is the case; on the left, a few miles further, the flat-topped *Ingleborough* (2,414 ft.) throws down its steepest side into a desolate valley through which passes the high-road from Hawes to Ingleton. *Whernside* (2,414 ft.) is the next hill on the left, but its summit is not so clearly defined as those of *Ingleborough* and *Penygent*. We have now risen to a height of 1,000 ft. above sea-level, and are crossing a peat moss, the nursery of the *Ribble*, which proved an almost insuperable obstacle to the engineers. At **Blea Moor Tunnel**, a few miles further, we reach the summit-level of the line, 1,250 ft., the highest region traversed by any passenger railway in the kingdom, with three exceptions, viz.: the Highland at *Dalnaspidal*, the Brecon and Merthyr at the foot of the Brecon Beacons, and the Tebay and Darlington over *Stainmoor Forest*. Beyond the tunnel, from a lofty viaduct, **Dentdale** breaks upon the view to the left. There is not, perhaps, a more perfect picture of quiet pastoral beauty, without any pretence of grandeur, in the North of England, and luckily the railway is carried along the eastern slope of the valley for a sufficient time to give passengers a full view of it. Then, after a tunnel, another valley, *Garsdale*, of the same pattern but not so good a sample as *Dentdale*, is skirted on the left. In the neighbourhood of *Hawes Junction* we are at the head of three important river-systems:—the Ure flowing east through *Wensleydale*, the Clough south-west through *Garsdale*, and the Eden flowing north. Into the last-named valley the line soon commences a long descent, passing between *Wild Boar Fell* on the left and *Black Fell* on the right. Beyond the latter the valley opens up, and about **Kirkby Stephen** the cold limestone gives way to the warm red sandstone. To the left there is a very pretty peep as we cross the Tebay and Darlington branch of the North Eastern Railway, 2 miles beyond *Kirkby Stephen*. Hence all the route to *Carlisle* is along a richly cultivated country, through which the Eden winds, presenting ever and anon beautiful bits of river scenery. On the right the Penine chain attains its greatest height (2,892 ft.) in the flat ridge of *Crossfell*. Far away to the left *Helvellyn* and the other *Ullswater* fells may be seen, and to the north of them at some distance, *Saddleback*. Then, as we approach **Carlisle**, the special interest of the route ceases for a while.

At *Carlisle* (p. 3) the *County Hotel* (first-class) adjoins the station.

WAVERLEY ROUTE.

Carlisle to Edinburgh. At Carlisle we enter the North British, or *Waverley* section of our route. Passing the Cathedral and the Castle, we take a wide sweep to the left, branching out of the Caledonian line only to cross it a couple of miles or so further on, meanwhile bidding farewell to the Eden, which has for so many miles gladdened our journey. Then, for some miles, we pursue the wide alluvial tract which forms the head of the Solway Firth, crossing in the midst of it the river *Line*, beyond which, at *Longtown* (10 m.), we cross and follow for some distance the *Esk*. To the left of Longtown is *Solway Moss*, where, in 1542, the Scotch suffered a defeat as disastrous as it was unexpected from the English. The news of it reached the king coupled with that of the birth of a daughter (the hapless Mary), the ill-omened conjuncture eliciting from the royal lips the oft-quoted remark, "It came wi' a lass, and it 'll gang wi' a lass." A week afterwards those lips were mute in death. The king died an indirect victim of Solway Moss as much as his father had been a direct one of Flodden thirty years before. Three miles beyond Longtown, *Netherby Hall*, the scene in romance of the elopement of its heiress with "Young Lochinvar" pops up among the trees on the right.

At *Scotch Dyke*, 12 miles from Carlisle, we are within a stone's throw of Scotch territory, though we do not actually enter it for another 10 miles, the river *Liddel* which flows on the left of the line for that distance, forming the boundary. The stream which we cross at Scotch Dyke is the *Esk*, a few yards below its entrance into England. Between Scotch Dyke and *Riddings Junction* it is joined by the *Liddel*, a small tributary, and which, crossed at Kershopefoot Station, carries on the boundary-line between the two countries into the heart of the Cheviots.

This part of the country is immortally associated with the open-hearted Dandie Dinmont, "the redoubted Lord of Liddesdale." Otherwise it is little more than a wide rather naked-looking valley, except for a short distance on either side of the river. The Cheviots are not characterised by either boldness or grace of contour. They form a vast undulating sheep-walk, of whose grassy hill-sides the railway, ascending in a succession of sharp curves, affords an ample view. The summit-level of the line (990 ft.) is reached 2 miles beyond **Riccarton Junction** (32 m. from Carlisle), where the Newcastle branch comes up on the right hand through a country which to the unexperienced eye seems incapable of furnishing any passengers except sheep and drovers.

At the summit, our train passes through a tunnel and then descends to the basin of the *Teriot*, crossing the stream itself at **Hawick** (46 m.); a town with many grey-looking mills and chimneys and a conspicuous clock-tower. Approaching it, we pass on the left Moot Hill, a mound 30 feet high, supposed to have been an *al fresco* Court of Justice, and on the right a prettily laid-out cemetery. Then we rise slightly again to descend into the Tweed Valley at **St. Boswells** (58 m.). In so doing the Waterloo Monument near Jedburgh is seen across a pleasantly wooded country to the right.

The scenery has now assumed a much richer look, and as we describe almost a semicircle round the triple-crested *Eildon Hills*, many a pretty woodland peep is obtained and a lovely view of the valley in front. The red peaked hill to the right is "Black Hill." The formal appearance of the Eildon Hills is accounted for in the "Lay of the Last Minstrel," where it appears that Michael Scott, himself a wizard, was much exercised by a spirit, for which he in turn was bound to find constant exercise. One of the tasks assigned to him was the division into three of Eildon Hill, which at that time consisted of a single cone. The spirit was no "British workman of the period." He accomplished his task in a single night, and continued to "execute his orders" with such despatch and promptness that the wizard was at his wits' end to find a sufficiency of employment for him. At last a happy thought struck him, in consequence of which the indefatigable spirit has ever since been employed in the manufacture of ropes out of sea-sand.

Three miles beyond St. Boswells, and thirty-seven short of Edinburgh, we reach **Melrose** (p. 37). A fair view of the Abbey, on the right hand, is obtained from the railway.

Leaving Melrose, we *may* get, after crossing the Tweed, a peep of *Abbotsford*, situated a little way up the valley to the left. Its tower only just rises above the trees on the south bank of the stream. Down this valley come the waters of Ettrick and the "winsome Yarrow," the latter descending from St. Mary's Loch. **Galashiels** (65 m.; *Temp. Ref.-rm.*), with its extensive woollen manufactories, has a busy rather than an inviting appearance. Beyond it we pass the pretty village of *Stow*, between which and Edinburgh the most interesting objects are the towers of *Crichton* and *Borthwick* Castles, on the right and left hand respectively, and the view of the Pentlands and Arthur's Seat on the left. At *Portobello*, the favourite watering-place of Edinburgh, the Waverley route joins the East Coast route and then, passing to the right of Arthur's Seat and Holyrood, enters the **Waverley Station** through a cutting and a short tunnel. *Hotel, see p. 7.*

For Edinburgh see p. 17.

Carlisle to Glasgow (*Glasgow and South Western route*). The railway is identical with the Caledonian (p. 3) until the border is passed by the crossing of the Sark at *Gretna Junction*, where we branch off to the left. **Gretna Green**, now little more than a prosaic railway station, is a mile or so further, and a few minutes after passing it, the Solway Bridge, two miles long, and crossed by a railway, is seen on the left. Further away, Skiddaw lords it over the fells of Cumberland.

At **Annan** (18 m.), only the clock-tower and the bridge over the river Annan are noteworthy. Then Criffell again comes into view, and is specially well seen over the Lochar Moss, some miles short of Dumfries (*Refr. Rms.*). *Main route continued p. 12.*

Jumfries *

(**Hotels.**—*Station* (first-class, opp. station; B. & A. from 3s. 6d.) belonging to the R'way Co.; *King's Arms, Commercial, Queensberry*, in town, $\frac{1}{3}$ — $\frac{1}{2}$ m. from station, 'buses; *Waverley* and *Nithsdale Temp.*, near station; *Woodhouse Mansion*; *Royal Rest.*, opp. Burns Statue. **Pop.** 17,000) is an active, clean, and by no means unpicturesque town on the banks of the Nith, and the chief commercial centre of the south-west of Scotland. Besides the interest it maintains as the home of Burns during the last few years of his life, it offers several very interesting excursions to the antiquarian and the lover of Nature. Sweetheart and Lincluden Abbeys, and Caerlaverock Castle are best visited from it, and in clear weather Criffell may with advantage be ascended even by the most inexperienced climbers.

The chief thoroughfare to the town from the station is to the left, but we advise pedestrians to go straight ahead, passing St. John's church on the left, as far as the continuation of the main street—about the third turn to the left, and unmistakable—called *Academy Street*, after the square building standing alone on the right. Beyond it, on the same side we may notice a statue of Dr. Duncan, founder of the Savings' Bank, in a niche over that institution, and then we come to *Greyfriars Church*, of florid architecture, with a good spire and crocketed pinnacles, and occupying the site of the old castle. Hereabouts stood the monastery in which the Bruce slew the Red Comyn for his adherence to the English. Close at hand is the **Burns Monument**, erected in 1882, and engraved with suitable quotations from the poet's works. A column in honour of the Duke of Queensberry (d. 1778), is in the square further on, and the *Midsteeple* tower is conspicuous.

Proceeding, we come to a handsome bronze fountain, adorned with Cupids, dolphins and storks. Close to this are the chief town hotels, and fifty yards beyond it a narrow passage, under a globe on the left, introduces us to the **Globe Inn**. Here it was that Burns forgathered with his friends, and his chair, boxed up to save it from the depredations of pilfering and scribbling tourists, occupies its old place in the corner. The room is almost unaltered, but the poet's watch—a regular "turnip"—and his snuff-box have, alas! been stolen.

Issuing from the "Globe" we continue to the bottom of High Street and turn left up *St. Michael Street*. **Burns' House** is a few yards up Burns-st., a by-way that turns very sharp to the left, the last turn but one short of the church; it is on the right-hand, adjoining and on the far side of the Industrial School. There he died in 1796, after three years' residence. *St. Michael's Church* is prominent at the end of St. Michael's Street, and the **Burns Mausoleum** (fee, 3d., apply at No. 107, opp. church-gate) is at the farthest corner of the churchyard from the entrance. With the

* For full description and plan of town, see "Thorough Guide to Lowlands (Scotland III.)," 4s. net.

usual inappropriateness in matters connected with Burns, this memorial is of classical design and, withal, poor of its kind. The *Monument* within represents "the genius of Coila finding her favourite son at the plough." Jean Armour and other members of Burns' family are also buried here, the last interment having been that of his last surviving son, Colonel Burns, in 1872. The attendant will also point out the tombs of three Covenanters and the spot where Burns was originally buried, in the N.E. corner of the churchyard, which, by the way is well-nigh choked with huge tombstones vying with one another in ugliness. Its west wall, fronting the street, bears a Latin inscription headed "*Memento mori*," which may interest the erudite.

Returning to the bottom of St. Michael's Street, and turning left down *Nith Street*, we reach the river-side and may cross by a foot suspension-bridge to the **Observatory** in Maxwelltown, which is seen on the hill rather to the right as we cross. (*Adm. 6d., Sats., 3d., 9 a.m. to dusk.*) In the grounds is a canopied sculpture, life-size, of "Old Mortality" and his pony. It is the work of a native artist. The *Observatory* contains a great variety of curiosities—Græco-Phœnician, Greek and Roman pottery, Cyprian vases, 650—200 B.C., chiefly from the collection of M. Cesnola; a mineral and ornithological collection; a camera, &c.

A return may be made either by the old (foot) bridge, one of the most ancient in Scotland, or by the new bridge. Both are considerably north of the suspension bridge.

Lincluden Abbey, Sweetheart Abbey, Caerlaverock Castle, and Criffell are all within easy walking or driving distance from Dumfries, but we must refer our readers to our companion volume on the Lowlands for a description of them.

Main Route continued. North of Dumfries the line keeps along the wider and more fertile part of Nithsdale, within a very short distance of the stream, which it crosses twice. From the first crossing, a mile beyond the station, there is a picturesque view of the ruins of *Lincluden Abbey* on the left, and a little beyond the second, 4 miles further, we see through the trees on the far side of the river the white farm of *Ellisland*, where Burns lived for three years and where he wrote "*Tam o' Shanter*." *Auld-girth*, 2 miles further, is a very pretty spot, and here the valley begins to contract, but the railway bends to the right a couple of miles further and, passing *Closeburn Castle* and *Hall* (45 m.) on the right, rises to **Thornhill** (47½ m.).

Beyond Thornhill we have a view of the towers of *Drumlanrig Castle* (Duke of Buccleuch) rising among the trees on the left, and then, crossing a viaduct over the Carron (*station*), and passing through a tunnel $\frac{3}{4}$ m. long, we reach the most charming part of Nithsdale. The valley narrows, and road and rail follow its windings. Very picturesque, too, are the bridges of Enterkinfoot and Mennock. Beyond the latter the valley merges into an upland plateau, and *Sanquhar Castle* is passed on the left, a little south of **Sanquhar Station** (59½ m.; *Queensberry Arms*; Pop. 1,300).

The scenery is now without interest until the watershed (*abt.* 600 ft.) is reached between *New Cumnock* and *Old Cumnock*. At the latter we cross a pretty loop of the Lugar water. In clear weather the sharp peaks of Arran come into view from about here and remain in sight till we have passed Kilmarnock some miles.

The country becomes more wooded again as we cross the Ayr by a fine viaduct and reach **Mauchline** (82 m.; *Loudoun Arms, &c.*), where Burns lived for three years, and married Jean Armour. The spots associated with him are *Mossgiel*, $1\frac{1}{2}$ m. N.W., and several places near the church, which is seen on the right from the station. Hence is a branch direct to Ayr, but as the fast trains from the south do not stop, the usual changing-place is **Kilmarnock** (91 $\frac{1}{2}$ m. Hotel: *George*, close to the station. Pop. 34,000). As we approach this busy and smoky town, the

Burns Monument, a handsome sandstone structure with three tiers and a turret (*Adm. 2d., open 10 a.m. till dusk*) is conspicuous on the right. It is well worth visiting both for itself and the wide all-round view which its site—on the summit of Kay Park—affords. In it is a statue of the poet and a *Burns Museum*. The park is named after a generous native who presented it to the town. The first edition of Burns' poems issued from Kilmarnock.

Kilmarnock to Ayr (15 m.); **Glasgow** (St. Enoch) **to Ayr**, 40 m.; (*Ret. fare, 6s., 3s.*) The trains from Kilmarnock join the Glasgow line either at Irvine (30 m. from Glasgow), or Troon (35 m.) and up to the latter place there is nothing noteworthy. Troon and Prestwick, 4 miles further south, are frequented as watering-places, and have splendid golf-links.

Ayr (Hotels: *Station*,* a first-class house in the hands of the G. & S. W. Company, B. & A. from 1s.; *Dalblair* (family), 3 min. from station; *King's Arms* (commercial), in the town, $\frac{2}{3}$ m. from station; *bus*: Pop. 29,000) is a well-built town owing its chief attraction for tourists to its close association with the early life of Burns, and with the chieftain Wallace. About $\frac{1}{4}$ m. from the station on the way into the town and 100 yards from the *Tam o' Shanter Inn*, from which "Tam" is supposed to have started on his famous ride, we pass the *Wallace Tower*, 130 feet high, with a statue of the hero in a niche. It occupies the site of an old building in which he is said to have been confined, and neither in height nor appearance can rival the one which crowns the *Town Buildings* some way further on at the junction of High Street and Bridge Street. A corner house on the right, a little short of this, is on the site of the house of Maggie Osborne, the last woman burned for witchcraft. Of the "**Twa Brigs**" the "*auld*" one is at the end of a lane on the right just before reaching the latter tower. It was built about 1250 and owes nearly, if not quite, all its fame to Burns. The *new* one (1788) is at the end of the main thoroughfare that passes the *Town Buildings*. There is a fine sea-walk and stone pier for promenaders, commanding a good view of Arran.

Ayr to Brig O'Doon, &c. $2\frac{3}{4}$ m. ($2\frac{1}{2}$ m. from station, whence strike into the main road and follow it due S. all the way. *Electric Tram*, from town, 3d.; station, $2\frac{1}{2}$ d.). Pedestrians will do best to take the street south from the new bridge and *Town Buildings*, and turn to the right across Wellington Square (which has statues of Gen. Neill, killed at Lucknow, and Lord Eglinton and Winton) on to the public park, a long greensward whence is a view across the Clyde to Ailsa Craig and Arran and southward along the coast to the old tower called *Greenan Castle* and the *Heads of Ayr*. At the south end of this common, close to a white farm, turn inland at right angles and then, taking a path across the race-course, you will join the main road leading from the station and town.

This road follows the general direction of the one along which Tam o' Shanter took his famous gallop, but, after leaving the town, lies more to the east as far as Burns' cottage, which is on the right side of the present road, but

* Cheap combined rates (rail and hotel), week-end or full week.

was on the left of the old one. On the near side of the Rozelle woods we cross the burn on which, 100 yards to the right, was

"The ford
Where in the snaw the chapman smoor'd."

Eighty yards further, in the garden of a white cottage, flush with the road, is the "meikle stane, where drucken Chairlie brak's neck bane," and in the park of Cambusdoon—a mansion some way beyond on the right—an ash-tree, surrounded by a paling, marks the "cairn, where hunters found the murder'd bairn."

Burns' Cottage (*adm. 2d.*) is a low thatched building of one story on the right of the present road. The *relics* (catalogue 2*d.*), greatly increased of late years, number nearly 300, but nearly all are now housed in the new *Museum* on the same premises. Amongst them are the bunk in which the poet was born, the chairs of Tam and Souter Johnnie, and a sundial from the old house of Maggie Osborne (*see p. 13*): many original MSS.—part of "Tam o' Shanter" among them: also a plaster cast of the Witches' Dance with "Auld Nick" and the "Cutty Sark"; many portraits; etc., etc. For a time the cottage became an almshouse, and the abuse (?) was severely commented upon. Here the poet was born Jan. 25th, 1759, and resided till 1766.

Auld Alloway Kirk is $\frac{1}{3}$ m. beyond the Cottage and opposite the elegant little new church. The walls, the gable-ends and the belfry, overshadowed by a sycamore, remain, and in the east wall is the "winnock-bunker" where "Auld Nick" led the music.

The tomb of Burns' father is between the kirk and the road. Note the epitaph.

A few steps further we come to the *Burns' Arms Inn* with more incongruities—threepence being charged for descending to the side of the Doon into a "shell-grotto" in which, with curiously arranged mirrors, the tourist sees himself 8 times over. A very good view of the "**Auld brig o' Doon**" and the dell below may be had from the new bridge which is close to the inn, and the tour of the "brigs" may be made by road in 5 or 6 minutes. A good view of the surrounding country may also be obtained by crossing the new bridge and climbing a green hill from a lane that rises on the right.

The **Burns Monument**—a Grecian Temple!—is also close to the inn, in a well-kept flower-garden. It contains various relics, amongst them a Bible said to have been a parting present to "Highland Mary." The life-size sculptures of "Tam" and "Souter Johnny" also in the garden, may be caricatures, but to the ordinary observer they reproduce the scene they represent to the life. Mr. Thomas of Ayr was the sculptor.

The return, or onward journey, should be made by the main *Girvan road* that runs between the direct road and the sea. The connecting road is a beech avenue striking to the right a little beyond the Bridge of Doon. (*See map.*)

Kilmarnock to Greenock, 39 m. Greenock carriages are detached at Kilmarnock, whence the distance is performed in about an hour. The terminus is *Prince's Pier*, at which the night expresses from London, &c. arrive in ample time for the "Columba" steamship to Oban and Fort William. The chief hotel at Greenock is the *Tontine*, in the main street ($\frac{3}{4}$ m. from station).

Greenock is decidedly grimy, and boasts of little to detain the visitor. It has large docks, the "*James Watt*" dock being accounted the finest wet dock in the Kingdom. The house (No. 6, William St., corner of Dalrymple St.), in which Watt was born, has been pulled down. The *Watt Memorial*, at the west end of the town, contains a replica of Chantrey's statue of Watt, with an inscription by Lord Jeffrey. In the disused churchyard of the Old West Kirk is the grave of "Highland Mary" with an elaborate sculpture by Mossman.

From Kilmarnock to Glasgow the direct express route traverses a pleasant district, mostly on a sharp descending gradient. *St. Enoch Station*, enlarged, a little short of which the Clyde is crossed, ranks artistically second to St. Pancras, after which its arch is modelled. The *St. Enoch Hotel*, an excellent one in all respects, is entered from the station. For **Glasgow** see p. 169.

Approaches by Sea.

London (*General Steam Navigation Co., Irongate Steam-wharf*) **to Granton**, every Wednesday and Saturday. Fares, first cabin, 22s.; second cabin, 16s.; return, (avail. for season) 34s., 24s. 6d.; state rooms, 10s. per berth extra. Advertised time, 30 hrs. These boats only run during the season.

London (*London and Edinburgh Shipping Co., Hermitage Wharf, Wapping*) **to Leith**, every Tuesday, Wednesday and Saturday. Fares as above. (Returns avail. 12 months.) Advertised time, 30 hrs.

London (*Aberdeen Steam Navigation Co.'s Wharf, Limehouse*), **to Aberdeen**, every Wednesday and Saturday. Fares, first cabin, 30s.; second cabin, 15s.; return (avail. 6 months), 45s., 25s.; private cabins, accommodating 4 persons, £6 (single). A steam-tender leaves the Temple Pier, Thames Embankment, one hour before the advertised time of starting. Average time, 36 hrs.

London (*Carron Line, Carron Wharf*), **to Grangemouth** (passing under Forth Bridge), and (rail) **Glasgow** (30 hrs.), every M., W., & Sat. Fares to Glasgow:—1st (boat and rail), 26s.; return, 39s.; 1st (boat) and 3rd (rail), 24s.; return 35s. 2nd (boat) and 3rd (rail), 17s. 6d.; ret., 26s. 6d.

London (*Dundee, Perth and London Shipping Co., New Dundee Wharf*), **to Dundee** every Wed. & Sat. 1st Cabin, 22s. 6d.; 2nd, Cabin, 15s.; return, available 12 months, 35s.; 22s. 6d. Time, 32 hours.

Liverpool to Greenock and Glasgow, 4 or 5 days a week. Fares (cabin) 11s.; return (avail. 2 months), 16s. 6d. Average passage, 18 hrs.

These routes are deservedly favourite ones with those who do not wince under the rough and hearty shake of the system which Father Neptune occasionally accords to his patients. The boats from London to Scotland are extremely well appointed and carry on a spirited competition with the railways. The service between Liverpool and Glasgow is also well performed. There is naturally but little on any of the routes calling for any description in a guide-book.

The course from London to **Edinburgh** lies pretty close to the land as far as *Yarmouth* and *Cromer*, whence a straight line is taken to *Flamborough Head*. After that a good view is obtained of the Yorkshire watering-places, including *Scarborough* and *Whitby*. The coast then retires to form the estuary of the Tees.

drawing nearer again as *Sunderland*, *Tynemouth*, and the long Northumbrian seaboard are passed. At the end of this come the *Farne Islands*, *Holy Island*, *Berwick* and *St. Abb's Head*, and then past *Tantallon Castle*, the *Bass Rock* and *North Berwick*, the boat turns westward up the Firth of Forth, pursuing a straight line for *Leith* or *Granton*.

For **Aberdeen** the course is the same as the above as far as Flamborough Head, whence, in ordinary weather, it makes direct for Aberdeen, keeping well away from the coast the whole distance. With a strong westerly wind, however, the Yorkshire, Durham, and Northumberland coasts are "hugged" as far north as the Farne Islands.

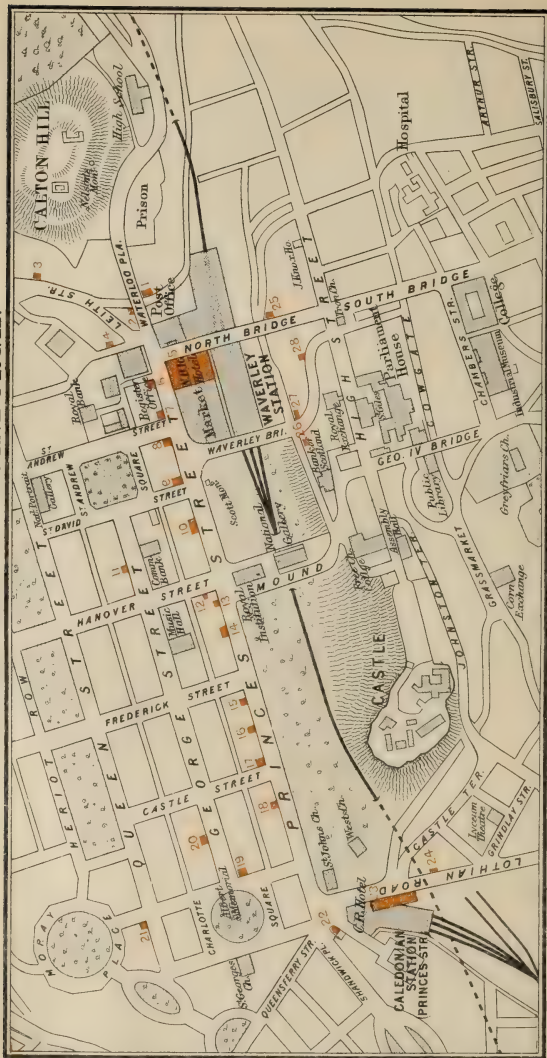
Between **Liverpool** and **Glasgow**, *Ramsey* and the north part of the *Isle of Man*, including *North Barrule*, *Snæfjell*, and the chain running S.W. from those heights are seen; and further north, the rocky coast of the *Mull of Galloway*, *Ailsa Craig*, the mountains of *Arran*, and the other romantic scenery of the *Firth of Clyde*.

Liverpool round the North to the East Coast; calling at various ports, and returning from *Leith* or *Dundee*. For particulars apply to M. Langland & Sons, 123, Hope Street, Glasgow, or 10, Runcford Place, Liverpool. Thursday's boat calls at Oban. This is a deservedly popular service, and in the height of the season those intending to use it should secure their berths well in advance. *See also Advertisements.*

Edinburgh (Leith) to Aberdeen, 100 m. *Fares, 7s. and 4s. 7 hrs.* The well-appointed steamers of the Caithness, Orkney, and Shetland Company leave Albert Dock, *Leith*, about 4 times a week;—generally on Monday (twice), Tuesday, and Friday. Manager:—Charles Merrylees, Aberdeen. A full description of the route is given in our volume on the Northern Highlands, "Scotland, Part II," 3s. 6d.



HOTEL MAP OF EDINBURGH.



The Hotels are shown on the Map by the red dots with numbers. From the corresponding numbers in the list their names will be found.

1. NEW WAVERLEY
2. DARLING'S REGENT (Temp.)
3. MILNE'S
4. OLD SHIP
5. NORTH BRITISH STATION
6. CROWN
7. ROYAL BRITISH

8. DOUGLAS
9. OLD WAVERLEY (Temp.)
10. ROYAL
11. GEORGE
12. HANOVER
13. BEDFORD
14. BALMORAL

15. WINDSOR
16. CLARENDON
17. PALACE
18. CENTRAL
19. ROXBURGH
20. VEITCH'S (Private)
21. QUEEN'S (Private)

22. RUTLAND
23. CALEDONIAN STA.
24. COUNTY
25. CARLTON
26. IMPERIAL
27. COCKBURN (Temp.)
28. ADELPHI

Edinburgh.

Railway Stations :— “Princes Street” (Caledonian), W. end of Princes-st. ; “Waverley” (North British), E. end of Princes-street; $\frac{3}{4}$ m. apart. The latter has been rebuilt and greatly enlarged, and is now one of the finest stations in the kingdom. Also “Haymarket” (N.B.), $\frac{3}{4}$ m. W. of “Princes-st.”

Hotels. The hotel accommodation of Edinburgh is on a most extensive and varied scale, every class of tourist being catered for.

All along the line of Princes Street, almost from Calton Hill to the Caledonian Station, a distance of a mile, hotels, more or less palatial in their appearance, are closely packed together, as will be seen from our plan on the opposite page, to which we must refer our readers for their respective positions; they are all situate in or near Princes Street.

GENERAL (first-class). *North British Station* (at Waverley Station), B. & A., from 5s. : Bkfst., 3s. : Din., 5s. : lift from station; *Caledonian Station* (at Princes-st. Station), same charges.

FAMILY AND TOURIST (beginning at the east-end of Princes Street). *Royal, Bedford, Balmoral, Windsor, Clarendon, Palace, Central*, and (Charlotte Square) *Roseburghe, Carlton*, North Bridge.

FAMILY AND COMMERCIAL. *Royal British*, Princes Street; *Imperial*, Market Street; *County*, Lothian Road; *Old Ship*, E. Register Street (B. & A. 3s., Bkfst 2s. and 2s. 6d.); etc.

TEMPERANCE. *Cockburn*, close to Waverley Station; *Darling's Regent*, Waterloo Place; *Waverley* (old and new), etc.

For other hotels see plan. There is a small family hotel, the *Braid Hills*, at the celebrated **golf ground** (free) of that name, $2\frac{1}{2}$ m. S. of W. end of Princes-st.

Hydro :—*Edinburgh*, on Craiglockhart Hill, 3 m. S.W.

Hotel Charges. At the large tourist hotels in Princes-st. the table d'hôte charges are about 2s. 6d. to 3s. breakfast, and 5s. dinner. Bedrooms, from 2s. 6d. to 4s. Attendance, 1s. 6d. The Temperance and Commercial Houses may be generally reckoned at from 20 to 30 per cent lower; others intermediate.

Restaurants at *North British, Royal British, and Clarendon* Hotels; *Princes Street Station*; and in Princes Street :—*Ferguson & Forrester*, 129; *Ritchie's*, 24; *Edinburgh Café* (Temp.), 79; *West End*, 129; *Summer's*, 133; *Macrattie & Guest* (Temp.), 136. *Daisie's*, St. Andrew-st.; *Bodega*, St. Andrew-st. (snacks); *Rutherford's*, 4 Leith Street, a cheap and favourite local resort; *Café Royal*, West Register-st. (fish-salads).

Theatres. *Lyceum*, Grindlay Street; *Royal*, Leith Walk; *Empire Palace*, Nicolson Street; *Pavilion*, Grove Street; *Operetta House*, Chambers Street.

Clubs. *Conservative, Liberal, Scottish Liberal, Union, New, University, Caledonian United Service.*

Banks open 10—3.30; Sats., 10—12.30.

Cab Fares. *Minimum*, 6d. for $\frac{1}{2}$ mile (1 or 2 persons without luggage from any stand, except at stations).

Trams everywhere; **Motor-cars.** E. end of Princes-st. to Haymarket Station (1d.).

P.O., Waterloo Place, E. end of Princes Street. Open 7—10; Sun. 8—9. Chief English del. 7 a.m., 7.30 p.m.; desp. 9.30; 5.15, 10 p.m. **Tel. Off.**, always open.

Pop., 320,000; increase since 1891, 60,000.

Edinburgh is, without doubt, the finest city in the kingdom. No other, except London, contains so many fine streets, squares and buildings, and in none, except Bath, has Art so successfully adapted itself to the local characteristics of Nature. While the smooth green slopes and wooded meadows forming the girdle of the “Queen of the West” called for a regular style of architecture which should not displease the eye by any startling discord, the rugged inequalities and sudden transition from smiling plain to bare and frowning rock, which mark the site of the “Modern

Athens," seemed to demand a corresponding incongruity in their artificial treatment. Edinburgh is a city of contrasts, bold and striking. In suggesting to the tourist the most profitable way of spending the few hours or days, as it may be, of his sojourn in it, we shall rather attempt to guide his steps along such routes as may enable him to comprehend this peculiarity, than enter into a minute description of those buildings and institutions which, however worthy of notice they may severally be, have nevertheless their counterparts in a score of other cities which he may have already visited. It is the general appearance of the city, with its chief buildings and their surroundings brought into simultaneous view, which gives to Edinburgh its special attraction, and the visitor who simply goes from one public building to another, criticising and comparing them as separate parts, instead of regarding them as a whole, will probably come away disappointed. It is much better to stroll up one of the hills which afford a general view of the city, and contemplate the entire scene without asking too many questions.

The most commanding **view-points** are Arthur's Seat, or Salisbury Crags, Calton Hill and the Castle, and of these the last named is decidedly the best. Arthur's Seat and Salisbury Crags being situated at the east end, the view from them is oftener than not obscured by smoke and mist, and as they overlook the worst part of the city, the foreground is the reverse of pleasing. In a less degree Calton Hill labours under the same disadvantage. The Castle, however, from its lofty and abrupt rock pedestal, rising in the centre of the town, commands a wide and uninterrupted prospect, and is generally to windward of the smoke. The tourist should avail himself of the first favourable opportunity of visiting it, as clear weather is a *sine quâ non* for a just appreciation of the scene. There is also a fine all-round view from the Scott Monument, but it is a terrible squeeze to get up it.

Those whose time is limited to a day in Edinburgh are recommended to walk to the Castle in the morning, proceeding thence through the old town down High Street and Canongate to Holyrood, which is not shown to visitors till 11 o'clock. They may then take Calton Hill on their way back to Princes Street, and devote the afternoon to a walk through the new town, by Princes Street, to the new Episcopal Cathedral of St. Mary, returning by Charlotte Square, George Street and St. Andrew Square.

The Castle, 450 ft. above sea-level, 250 above Princes-st.

Open (free) Sunrise to Sunset; Sundays, 3 to Sunset. Military Band, Sun. aft. Guide, 6d.; reduction for a party. Crown Room closed at 4 (3 in winter).

The various yards and open spaces whence are obtained the general views of the city already spoken of, are free to the public all day, but that part of the interior which is shown—The Crown Room, Queen Mary's Room, the Argyll Tower, the Parliament Hall, and St. Margaret's Chapel—is only open from 10 to 4 in summer, and from 11 to 3 in winter.

The best way to the Castle from the New Town is across the valley of the Princes Street Gardens—once the basin of the Nor' Loch—either by the Waverley Bridge or the Mound, on which are the Royal Institution and the National Gallery. Both routes lead up to Castle Hill, at the upper end of which is the **Esplanade**, or Drill Yard, containing several monuments: Duke of York (1827), statue; Col. McKenzie, 92nd Highlanders, (1873); cross and obelisk to Highlanders who fell in Indian Mutiny and Afghanistan (1878–80) respectively. Beyond it the Castle grounds are entered, the road crossing a drawbridge over the moat and passing through a portcullis-gate underneath the *Old State Prison*, whence the two luckless Argylls, Marquis and Earl, marched forth to suffer death, the one for his allegiance to the Commonwealth, the other for espousing the cause of Monmouth.

After passing the portcullis, the nearest way is by a flight of steps on the left, but the road takes a wide sweep, passing in succession, on the right hand, the *Argyll Battery*, the *Governor's House* and the *Barracks*, and so to the summit, whereon are St. Margaret's Chapel and the Quadrangle from which the Crown Room and Queen Mary's Room are entered. The **Crown Room** contains the *Regalia of Scotland* and other treasures:—(1) Crown of the Bruce, last worn by Charles II.; (2) Treasurer's Mace; (3) Sword of State; (4) Sceptre; (5) The "St. George" Badge of the Order of the Garter; (6) Coronation Ring of Charles I.; (7) Belt of "St. Andrew;" (8) Collar of the Garter presented by Elizabeth to James VI. The Regalia were "unearthed" in 1818 by a search party among whom was Sir Walter Scott. During the troublous times of the Stuarts they had been removed to Dunnottar Castle, a rock-fortress on the coast of Kincardine, and when brought back they were consigned to the obscurity of an oak chest, lest the sight of them should add fuel to the flame of animosity already kindled in the Scottish breast by the treaty of union with England.

Queen Mary's Room. This apartment adjoins the Crown Room, and contains little except a picture or two representing Queen Mary herself and some events in her life. Through it we enter the "wee" room in which James the Sixth of Scotland and First of England (or "James I., 6," as he has been somewhat irreverently called in allusion to the scriptural verse which, by a remarkable coincidence, so happily hits off his character), was born.

On the south side of the quadrangle is the **Parliament** (or **Great Hall**), handsomely restored, as was also the **Argyll Tower**, by the late Mr. Nelson, publisher, in 1892. It measures 85 by 33 feet and has an open oak roof. It dates from 1424 and was only occasionally used for the purposes indicated by the name. Cromwell was entertained in it in 1648. After that it was utilised as a military hospital. It now contains a show-armoury. For more detailed description, see Appendix (p. 334).

A few yards from the quadrangle is **St. Margaret's Chapel**, the oldest part of the Castle, situated on its highest plateau and dating from the time of the Conquest. It is named after Margaret, the Saxon princess, who married Malcolm "of the Big Head" (*Can More*) and through her daughter Matilda, wife of Henry the First, formed the connecting link between the Saxon and Plan-

tagenet lines. It was partly restored in 1853 by the Queen, and further in 1887. The small round-topped window-spaces are filled with stained glass representing Queen Margaret, her husband and her son. As an ecclesiastical building this is the oldest in Edinburgh and the smallest in Britain, the interior dimensions being $16\frac{1}{2}$ by $10\frac{1}{2}$ feet. *See note on St. Oran's Chapel, Iona, p. 228.*

On the enclosure in front of the chapel is **Mons Meg**, a large cannon some four centuries old, the origin of whose name is a matter of dispute, some asserting the instrument to have been brought from Mons, in Belgium, while others, despite the inscription, as stoutly maintain that it is called after a certain Meg, wife of a stalwart blacksmith of Castle Douglas, who wrought it for James II. of Scotland. Like the Regalia it has known vicissitudes, having spent 150 years in the Tower of London, and only been restored to Scotland in 1829 by George IV. "Meg" is the nickname of several famous pieces of cannon, *e.g.* "Royal Meg," on the walls of Londonderry. Notice the Soldiers' *Doggie's Cemetery*.

From the *Half Moon Battery* a time-gun is daily discharged at 1 p.m.

To many tourists the general **view** of Edinburgh and its surroundings will be the most interesting feature about the Castle. A great part of the city is mapped out beneath the spectator's eye. Northwards are seen the gardens and the long and magnificent line of Princes Street, at the end of which is the striking North British Hotel, with the other stately streets and spires of the new town. Beyond these appear Leith and the Firth of Forth, with the hills of Fife in the background. Westwards the spire of St. Mary's Cathedral, Donaldson's Hospital, Fettes College, and the rich corn-growing champaign stretching away towards Glasgow are seen. In a clear atmosphere the outposts of the Highland hills appear in the north-west, Ben Lomond and Ben Ledi being the most prominent, the former somewhat to the left of the latter. Southwards the prospect is bounded by the Pentland Hills, and eastwards Arthur's Seat cuts the horizon. The classicalities of Calton Hill appear, and the Firth of Forth widens out to the open sea. The names of the particular buildings prominent will be learnt from the map. The dome of the University and the "University Settlement" of Prof. Geddes, a very handsome pile of buildings, close by the entrance to the Castle, are the last additions.

History. The natural strength of the position, defended by precipices on two sides and only approachable by steep ascents on the others, must have rendered the rock on which the Castle stands an envied vantage-ground ever since the country round began to be inhabited and the inhabitants to quarrel. As a matter of fact, the rock formed the nucleus of the city. On its side and under its protection were built the mud-and-faggot hovels which constituted the town or village for many centuries after the Northumbrian king, Edwin, originated the name Edwin's Burgh. Not till the breaking up of the Northumbrian kingdom, some centuries afterwards, did Lothian form part of Scotland, and Edinburgh was only fully recognised as its capital in the 15th century, after the murder of James I. in Perth. The early Scottish kings held their court and assizes in various royal burghs, and there was nothing to distinguish one of these burghs above another beyond the fact that the Coronation Stone, which in Pictish times had been kept at Dunstaffnage Castle, had been thence transferred to Seone Palace, near Perth, where it remained until its removal by

Edward I. to London. The first parliament in Edinburgh was held in the 13th century by Alexander II. David I. had, some hundred years previously, founded the Abbey of Holy Rood, which rapidly increased in wealth and in favour with succeeding Scottish monarchs, and comprised a suite of royal apartments. The partiality of the Stuarts led to the substitution of a Royal Palace for these apartments, and by the time of the battle of Flodden (1513) the city had fairly assumed pre-eminence as the capital of Scotland.

Continuation of walk. The long mile's descent of the irregular, though almost straight street leading from the Castle to Holyrood gives the visitor some inkling of what old Edinburgh was like, and the suddenness of the transition from the airy and spacious promenade of Princes Street, with its splendid façade, its handsome monuments and its glade of perennial verdure, to the closely cooped up thoroughfare of the old High Street and Canon-gate enhances greatly the impressiveness of the contrast.

"*Soyons justes*" should be the motto of the guide-book writer, and it is only fair to add that the eye is not the only member of the body which is affected by the change. Respect for the traditional glory of the old town forbids us to say more on this subject than that the author of the well-known line "Sweet Edinburgh I smell thee noo," was probably more familiar with the south than the north side of the Nor' Loch. The contrast in this respect, however, is yearly growing less perceptible.

During the walk the chief objects of interest are as follows:—

On Castle Hill:—(1) The "*University Settlement*," p. 20. (2) *The House of the first Duke of Gordon* (r) the doorway of which is at the bottom of a staircase-tower up the Close numbered 372. The cannon-ball said to have been shot from the Castle during the Pretender's occupancy of the town in 1745 is in the wall facing the esplanade.* (3) *The General Assembly Hall of the Church of Scotland* (r), a handsome Gothic building with a spire 240 ft. high. The first meeting of the Assembly took place in 1560, in the presence of John Knox, at that time minister of Edinburgh. The meeting takes place annually in May. At other times the building is used as a place of worship. (4) *The United Free Church Assembly Hall* (l). This fronts the New Town.

Détour to the Grassmarket, &c. Turn to the right between Castle Hill and the Lawnmarket, and again right through Victoria Street and West Bow. This last is one of the oldest thoroughfares in the city, but its antiquities have mostly vanished. The Grassmarket contains the *Corn Exchange*, erected in 1849, but its interest to the visitor is almost wholly historical. The Grassmarket was the Smithfield of Edinburgh, the scene of all the public executions, the spot where hundreds of Covenanters perished for their cause. The locality of the gibbet, at the east end, is marked by a circle and cross on the pavement. In the Grassmarket also the Porteous riots took place in 1736. "Every school boy" of course knows the details of this tumult, but people, as they grow up, have a habit of forgetting their school-day lore, so we may be excused for reminding visitors in general that Porteous was captain of the City Guard. He was condemned for causing the death of several innocent persons by firing on the mob, who had pelted with stones the City Guard on the occasion of the execution of a smuggler named Wilson. Wilson had taken part in a fray which resulted in the death of a custom-house officer, and, whilst in prison, he had won the popular sympathy by assisting a fellow prisoner to escape. Porteous, after being reprieved, was hanged by the exasperated populace.

* It marks the height to which the water of Edinburgh will ascend without pumping.

Proceeding from the east end of the Grassmarket up Candlemaker Row, we reach **Greyfriars Churchyard**. In the original ch.-yd., built in 1612, that great protest against the High Church episcopal leanings of Charles I., the Covenant, was signed. The old building, having been burnt down in 1845, was replaced by the present one. The churchyard is interesting as containing the tombs of many of the Covenanters who perished at the time of the Restoration, and especially the *Martyrs' Memorial*, an ungainly monument in the N.E. corner.

Close to the Churchyard is **Heriot's Hospital**, founded by George Heriot, jeweller to James VI. It is a quadrangular building, with a dome-topped tower in the centre of the north side, and square towers at each corner. An Act passed in 1885 provided for the transforming of the hospital into a high-class school, and the foundationers were boarded out.

Immediately south of and opposite to Heriot's Hospital is the **New Royal Infirmary**, an extensive group of buildings all connected but presenting the appearance of a number of independent wings, the leading principle of the design having been to place every patient as near as possible to the oxygen of the open air, and to minimise the chances of infection. A little to the east, separated by the Meadow Walk, stands the new **Medical School**, built in 1878-83.

In *Chambers Street*, a wide thoroughfare parallel to and south of High Street and the Cowgate, is the **Museum** (*M., Tu., W., Th., F.*, 10-4; *W. even.*, 6-10; *Sat.*, 10-10; *Sun.*, 2-5), well worth a visit for its splendid Natural History Collection, its architectural models and armour; also the **Heriot Watt College**, which, besides day classes, provides scientific instruction in the evening at moderate fees. In the centre of the street is a statue of Dr. Wm. Chambers, Lord Provost in 1865. Then, in *South Bridge*, at the corner of the same street, we come to the **University**, which has a grand new dome.

On No. 8, Chambers Street, corner of Guthrie Street, is a mural tablet commemorating the birth of Sir Walter Scott, "near this place, Aug. 15th, 1771."

During this part of the walk the tourist should take a plunge into the **Cowgate** ("Cooget" as the vernacular has it). How far he will proceed down this remarkable street depends chiefly on his nasal sensitiveness. Edinburgh, as we have said before, is a city of contrasts, and the fact that Princes Street and the "Cooget" are almost within a stone's throw of one another, is a striking example of this peculiarity. The latter thoroughfare is shaped somewhat like a trough cut through the higher level of the surrounding streets. Its houses are so lofty as not only to reach this higher level but to form buildings of ordinary altitude above it. There is a fine show of clothes' drying.

Main Route continued. At the foot of Castle Hill the street widens out into the **Lawnmarket**, where, as the name implies, the sellers of fine linen were wont to ply their trade. At the west end of it, on the left, is **Milne's Court**, erected by Robert Milne, the architect of the latest portion of Holyrood Palace, in 1690. In the next alley, **James' Court**, Johnson was received by Boswell previous to that celebrated tour through the Western Highlands in which the famous lexicographer so signally failed to shake off the cobwebs of Fleet Street. Here also Hume wrote part of his History of England. In **Baxter's Close** (at No. 469), Robert Burns lodged in 1786.

George IV. Bridge, S. from here, contains the Carnegie **Free Library**, a handsome building in the French Renaissance style.

From the Lawnmarket, entering **High Street**, we come to

St. Giles' Cathedral Church.

Open, week days (except Sats.), 10 to 3; Admission, 3d. Mondays free. Services: Sun., 9.30 (Military, occasional), 11.30 and 6.30; week days, 3.30.

This church had the misfortune to be "restored" in the Georgian era, the exact date being 1829. The restorers, happily, left untouched the spire, which terminates in Decorated arches and

pinnacles, having the appearance of an imperial crown, but the rest of the exterior they marred and destroyed to a great extent. Outside, the church has the appearance of a modern Gothic structure, with choir, nave and transept, but it is in reality old, the creation of various eras. The interior, however, has admitted of thorough re-restoration. One of the objects aimed at therein has been an opportunity of erecting monuments to eminent Scotsmen of past and future times. A good general view of the interior of the building, which measures 196 feet by 125 feet across the transept, may be had from the nave, whence the splendid architectural effect of the whole is fully disclosed. The old galleries have been cleared away, the plaster peeled off the arches and pillars, the built-up archways re-opened, and the pillars and traceries restored to their original appearance. All this invaluable work is due to the patriotism and munificence of the late Dr. William Chambers, whose memory will long be cherished, not only in Edinburgh but throughout the country, as that of a man who devoted the golden gain of a life of self-reliance and industry to the moral and material advancement of his fellow-citizens. The restoration of the church cost nearly £50,000, and the formal re-opening took place on the 23rd of May, 1883. Four days earlier, Dr. Chambers passed peacefully away in his Edinburgh home, at the good old age of 83.

History. To those who like to trace the stormy ebblings and flowings of religious feeling which marked the ecclesiastical history of Scotland from the outset of the Reformation to the Solemn League and Covenant, St. Giles' is full of interest. It had been made a Collegiate church by James II. of Scotland, and boasted of about 40 altars, with a suitable retinue of ecclesiastics. So little, however, did the zealous reformers appreciate the virtues of their patron saint, that they ducked his image in the Nor' Loch, and divided the church into four separate places of worship, selling the sacred vessels to pay expenses. In one of the churches at Richmond, Yorkshire, the tower is separated from the nave by a cobbler's shop, with the superscription, "Repairs executed neat and prompt." After its quadruple partition, the Collegiate Church of Edinburgh does not seem to have fared much better. Not only shops, but also corporate offices were crammed into it, and it was even thought a suitable place of detention for criminals.

Previous to this, in 1571, Kirkecaldy of Grange, espousing the cause of Queen Mary and wishing to overawe the city, had posted troops on the roof, and bored holes in it, through which to shoot the renegade mob who were pulling down the pillars below. Foremost, however, of the many historic events which took place within the walls of St. Giles', is the signing of the Solemn League and Covenant by the Parliament, the General Assembly and the English Commissioners, in the year 1643. Six years before this "to descend from the sublime to the ridiculous—Jenny Geddes had hurled her "cutty stool" at the Dean's head, in virtuous indignation at his attempt to give effect to the royal mandate which ordered the reading of the English Liturgy in the Scotch churches. The Dean's head escaped, but prelate received its death-blow ("so they say"). The blow was short but emphatic—"De'il colic" (collect) "the wame o' ye! Wad ye say mass i' my lug?" Finally, it was in St. Giles' that John Knox, as minister of Edinburgh, delivered many of his most heart-stirring exhortations.

The general principle of the late alterations indicates that Presbyterianism, like many other forms of Christianity prevalent in the kingdom, has quietly acquiesced in the Catholic conception of ecclesiastical architecture as superior to all others. At any rate, the present appearance of the interior would, we fear, have

sadly shocked the good, earnest old Covenanters who strove so hard and conscientiously to eliminate the beautiful from religion. Taking the restoration in detail, its happiest result is seen in the **Chancel**, where the removal of lath and plaster has disclosed a fine vaulted stone roof, of specially old and remarkable design, in the aisles on either side. The stained glass windows here, presented by private persons, represent events in the life of Christ. The east window—*subjects*, the Crucifixion and the Ascension—is specially fine, in fact the rich but subdued tints of the glass throughout the church are most effective. The **Preston Aisle**, to the south of the choir, receives its name from Preston of Gorton, the original donor and bearer of the arm-bone of St. Giles—the annual procession of “Sanct Geils, His image,” with “talbron, trumpet, shalm, and clarion.”—It is a fine specimen of fifteenth-century art. Among the monuments is a bronze of Dean Stanley. Further back is the little **Montrose Chapel**, built by Walter **Chepman**, the Scottish Caxton, in honour of his patron, James IV., Queen Margaret, and the heroes who fell at Flodden. A very handsome recessed tomb, with recumbent figure of the great Marquis of Montrose, who is buried in the vaults below, is seen here. Corresponding with this chapel, on the west side of the organ, is the **Moray Aisle**, with a window showing the assassination of the Earl of Moray and the preaching of his funeral sermon by John Knox; also, on the steps, a tablet in memory of Jenny*Geddes.

Hard by, close to the S.W. door, are the *Service Books*, dating 1537, 1636, a Confessional, and a “Directory for the Publique Worship of God,” 1644.

The *pulpit* stands against the north-east pier of the tower. It is finely carved. The *Font*, in the S.W. corner of the church, is of Caen stone, and, like that in the Cathedral at Inverness, a copy of Thorvaldsen’s celebrated Angel at Copenhagen. Note, also, the new memorial window to Mr. Findlay of “The Scotsman.”

In the **Nave** the pillars have been restored to the proportion which they possessed before they experienced the rough treatment already referred to. Above them are hung many torn and tattered “colours,” and there are memorials to those of various Scots regiments who fell on service. At the north-west corner is the **Albany Aisle**, founded, says a modern legend, by the Duke of Albany and Earl Douglas, in atonement for their joint murder of the Duke of Rothesay (A.D. 1401). This and the **Chapel of St. Eloi**, patron saint of the Corporation of Hammermen, west of the doorway, have been floored in mosaic and fenced by delicate ironwork.

In this chapel is the handsome **Argyll memorial**, unveiled in May, 1895. It is placed under a richly painted window, and consists of a base of alabaster, with black marble columns and pilasters, between which an arch covers the recumbent figure of the Marquis. He was executed in 1661.

At the north-west corner of St Giles’ is the figure of a heart on the pavement, marking the site of the **Old Tolbooth** or **Heart of Midlothian**. Up to 1639 this was the Parliament House of Scotland. Afterwards it became a prison and continued one till 1817, when it was pulled down and its business transferred to the present gaol on the south side of Calton Hill. Close by is a modern bronze statue of the 5th Duke of Buccleuch (*d.* 1884).

THE CASTLE.

Wellhouse Tower

Battery 392

Officers' Quarters

St. Margaret's Cha.

Barracks 409

Crown Room

Q^r Mary's Room

Parliament Hall

Barracks 415

Barracks 388

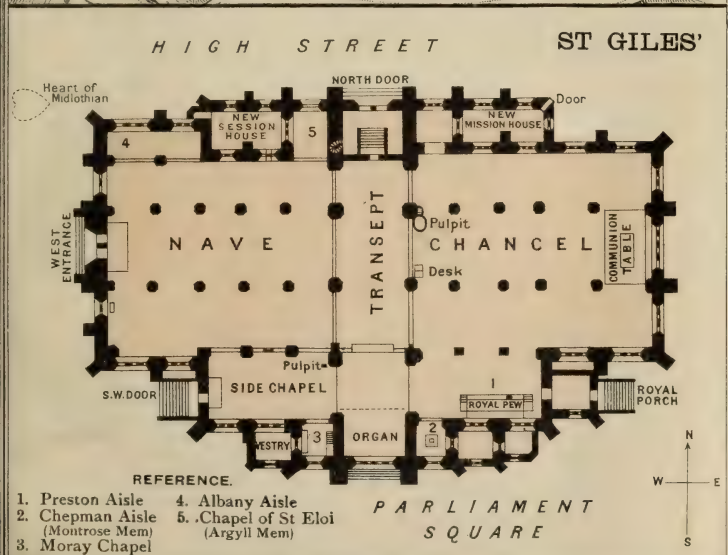
Barracks 359

Explanade

183

232

261





Parliament Square, once a cemetery in which John Knox was buried, is on the south of St. Giles'. It contains an equestrian statue of Charles II., a few yards west of which is a brass marking the supposed site of Knox's grave, and inscribed I. K. 1572.

The **Parliament House**, as it is still called, is on the south side of Parliament Square. The original building was erected in 1640 and burnt down in 1824, with exception of the Parliament Hall. Since the consummation of the Union in 1707 it has been turned to legal purposes, forming the Supreme Courts. The public are admitted free (10—4). The chief feature is the *Great Hall*, upwards of a hundred feet in length, and having a grand roof of carved oak. It is ornamented with statues and paintings of the legal celebrities of Scotland, and contains a painted window with the opening of the first Courts of Justice by James V. as its subject. Connected with it on its western side is the *Advocates' Library*, which claims a copy of every book published in Great Britain. It contains about 300,000 volumes besides manuscripts. Among the latter are the original ones of "Waverley," the "Confession of Faith" signed by James I. as a sop to the Presbyterians, and several copies of the "Covenant," signed by Mary and James VI. The *Signet Library*, so called because it is supported by solicitors styled "writers to His Majesty's signet," occupies the north-west corner of this block of buildings. It contains about 100,000 volumes. (*Special order admits.*) In the rear is the handsome new *Library, etc., of the Society of Solicitors*.

In the square were also the **County Buildings**, designed after the Temple of Erechtheus at Athens, but now demolished. New Buildings are now (1903) being erected.

Just E. of St. Giles' stands the **Old City Cross**,—a shaft about 20 ft. in height, surmounted by a new unicorn, in place of the original one destroyed by Cromwell. Until 1756 it occupied a conspicuous position in High Street opposite the present Police Office, but in that year, being regarded by the local authorities as an obstruction, it was removed to the park at Drum, near Dalkeith, whence it was restored to the neighbourhood of its former site in 1866. In its original position it was raised on an octagonal castellated platform some 15 ft. high, and formed the great centre round which the scholars, the traffickers, and the gossips of Edinburgh were wont to congregate. During the times of the first Georges the magistrates used to celebrate the King's birthday by drinking his health from a platform in front of it. From it State proclamations are made, and close to it State criminals were executed. Eleven years before its removal to Drum, the young Pretender was here proclaimed King of England and Scotland. It was tastefully restored (in part renewed) by Mr. Gladstone.

Near at hand are the *City Chambers*, in which is the **City Museum**, to which the relics from the Burns' Monument (*p. 28*) have been removed. One of the most interesting is an autograph "philippic" against those who differed from him in religious opinions.

Proceeding from St. Giles' down High Street we pass on the right hand, at the intersection with the thoroughfare of the North and South Bridges, the **Tron Church**, a building whose name

only will arouse the interest of the visitor. It is so called from the old "tron" or weighing beam to which the keepers of false weights were nailed by the ear. A little further, over a doorway (No. 99) on the left may be noticed a sculptured head, with an inscription above it "Heave awa' chaps, I'm no dead yet." The house that once stood here fell in in 1861 and killed 35 persons. The words quoted were the cheerful greeting of one of the rescued, after three days' imprisonment, to the workmen who were digging him out. Then, on the left hand, just where the street narrows, the projecting house is that of **John Knox**. (*Admission 6d. from 10 to 4 daily.*) It contains three rooms, and was the "manse" of the famous minister of Edinburgh from 1559 to 1572.

A few yards beyond Knox's house the **Canongate** begins. On the south side of it, about 250 yards down, is **Moray House**, which remained in the possession of the Moray family till 1855. It is now the United Free Church Normal School. Cromwell had quarters here before and after the battle of Dunbar. The balcony from which Lord Lorne and Lady Mary Stuart are said to have gazed exultingly on their enemy, the Marquis of Montrose, as he was being led to execution, is still a prominent feature of the house. The story is probably libellous. If not, the execution of the bridegroom in the character of the Marquis of Argyll, a dozen years afterwards, reads like a "*nemesis*."

Beyond Moray House, on the opposite side of the street, is the **Canongate Tolbooth** (1591), now a Registrar's office, recognisable by its spire and projecting clock. Canongate was once an independent borough, and its motto "*Sic itur ad astra*" appears over the doorway. Were the building one of the ten-storied houses of Edinburgh, which it is not, the reader might recognise a grim humour in the weary climber who first hit upon the quotation. Opposite to it are houses bearing date 1570. The **Canongate Church** and **Churchyard**, both hopelessly ugly, adjoin the Tolbooth. In the churchyard are buried Adam Smith, author of the "*Wealth of Nations*," Dugald Stewart, professor of Moral Philosophy, and many other celebrities;—amongst them Ferguson, the poet, who died at the age of 24, and whose memorial-stone Burns erected.

After passing on the right **Queensberry House** (now a house of Refuge and Reformatory), principally remarkable for Lady Hyde's patronage of the poet Gay, we reach on the left White Horse Close, in which was the **White Horse Inn**,* a hostelry made famous in "*Waverley*" as the *rendezvous* of the young Pretender's party. Tourists who now luxuriate in the princely hotels of the new town may draw a moral from the fact that this was once the principal house of entertainment in the city. It is now a private dwelling, and has lately been restored.

A little further, on the right, is, or rather was, the *Sanctuary and Refuge for the Destitute*. The former, however, with all its privileges, was done away with by the abolition in 1880 of imprisonment for debt. These privileges included the range of Arthur's

* At the head of the Canongate, in Boyd's Close, is the site of another White Horse Inn, visited by Johnson and Boswell, as a memorial plate records.

Seat, Salisbury Crags, and the King's Park, as well as the free run of the city on Sundays. If they existed at the time when casual strollers in the streets on the Sabbath were remorselessly "run in" by the constabulary, they were privileges indeed! The Refuge still offers substantial ones, not the least of which is that accorded to a husband, of incarcerating therein a drunken wife for a very small sum per week. Scotchwomen are not, as a class, given to intemperance, but when they do outstrip bounds they get, to say the least of it, "unco fou." A few yards short of Holyrood the visitor may see in the *Abbey Tavern* (l) a waistcoat, said to be Lord Darnley's, and a capital sketch of Holyrood, 200 years old. The coroneted Fountain in the Square that fronts Holyrood Palace, as we approach it, is modelled after one that stood at Linlithgow Palace. It is elaborately adorned with figures.

Holyrood Palace and Abbey.

Open, May to Sept., 10 to 5 p.m.; Oct.-Apr., 11 to 4 p.m. Free.

Holyrood Abbey is interesting from any point of view, though it retains but few details of its original beauty. The **Palace**, however, is one of the many buildings in Edinburgh which owe their attraction almost entirely to historic lore. In itself it is nothing more than a large and somewhat dull-looking mansion in an unsavoury quarter of the town, but its connection with the most thrilling episodes in Scottish story, the mystery and sensational character of many of the scenes enacted within its walls, and, above all, the conflicting sentiments of sympathy and suspicion attached to the memory of its most illustrious inmate, combine to make it a powerful magnet to the feet of the tourist, and however many visitors tell their friends on coming away that they "see nothing particular in it," there are very few who remain many hours in the Scottish capital without traversing its tenantless chambers and listening to the threadbare story of what happened in them.

History. The Abbey was founded by David I. in the 12th century, as a thank-offering (so runs the monkish tradition) for his miraculous escape from a stag on the rocks near the Castle, by the sudden appearance of a Cross intervening between himself and the enraged animal. The only part of it now remaining is the Chapel Royal (*see p. 28*), and a good deal of this is of a somewhat later period. Here Charles I. was crowned King of Scotland, Mary and Darnley were married, and James IV. was presented with the Sword of State, which is now among the Regalia of Scotland, by the legate of Pope Julius II. The building was destroyed by the mob at the time of the Revolution. The residential parts of the Abbey were destroyed to make room for an extension of the Palace, which was commenced by James V., and became the favourite residence of the Stuarts, of whose changeful fortunes it only ceased to be the principal scene when the Young Pretender left it, after several weeks of "high court and festival," to pursue his fatal march to Derby in 1745.

The Palace. After passing through the outer doorway, the visitor is conducted to the left into the *Banqueting Hall* and *Picture Gallery*, which contains fanciful representations of the Scottish monarchs from the time of Fergus I. to James VII.—as dull a collection of portraits as the eye could rest upon. They are not calculated to impress the beholder with admiration of the national physique, though the “Legitimist” may derive satisfaction from the strong family likeness existing throughout, especially in the noses. All but a few of the latest are said to be the work of a Dutch artist, and to have been ordered for a pageant by James VII. (II. of England). This room is still officially used for the election of representative Peers for Scotland. There are three or four pictures of higher artistic value at the end of it.

Close to the Picture Gallery are **Lord Darnley's Rooms**, containing some interesting relics of the luckless Mary, to whose apartments the visitor is next conducted.

Queen Mary's Apartments consist of an *Audience Chamber*, in which the Queen disputed with John Knox, a *Bedchamber* containing the actual bed on which she slept, and two smaller rooms. The walls of the audience chamber are hung with tapestry. Morbid curiosity ceased for a time to be gratified by the spot of Rizzio's life-blood on the floor, but, if only for the guide's peace of mind, it has lately been annually restored.

It is hardly necessary to add that Rizzio was Mary's secretary. National jealousy led to his murder by Darnley, Ruthven, and other conspirators.

Of the **Abbey or Chapel Royal**, which forms the next and last feature of the tour of inspection, what little remains is of a character to aggravate our regret that it is so little. The *Western Doorway* is a really handsome specimen of the Early English style, and the *Arcade* on the wall in which it is placed contains a number of pointed arches which fairly represent the most beautiful period of Gothic architecture. The *Great East Window* is also noteworthy. Like many similar structures in the sister country, the Abbey of Holyrood has suffered greatly from having the smoke of a large city on the windward side of it.

On the entrance to one of the vaults, an inscription has been placed by Royal command, notifying the occupants—three kings, two queens, Lord Darnley, etc.

Those who continue their journey from Holyrood to Arthur's Seat will find a description on page 33.

The pleasantest route back to Princes Street is by Abbey Hill, under the North British Railway, and thence by Regent Road on the south slope of Calton Hill. On the way is the **Burns' Monument** (now closed) the relics having been transferred to the City Museum (*p.* 25). The building, like almost all others in this neighbourhood, is intensely classical. Opposite to it is the **High School**, a fine building in the Grecian style, erected in 1825.

In the *Calton Cemetery*, close at hand, is a bronze statue of Abr. Lincoln (*d.* 1865).

THE NEW TOWN.

Prefatory. Our description of this part of Edinburgh will be as short as is compatible with the purpose which we have in view,

viz., the indication of such objects of interest as are peculiar to the locality and worthy of the time spent in visiting them by the tourist who wishes to make the most of a Scotch tour.

The **New Town of Edinburgh** naturally lacks the historic interest which accompanies almost every step of the visitor through the old town. Not much more than a century has elapsed since the magistrates offered and gave a premium of £20 to the first builder of a house in it. It abounds in fine streets, squares, and monuments, but with the exception of Princes Street, Calton Hill, the Scott Monument, and St. Mary's Cathedral, there are few points in it of which the counterpart may not be seen in other towns.

Princes Street is a thoroughfare *sui generis*,—"no but half-a-street," said an envious Glasca chiel once—and though chronologically it belongs to the new town, the varied style of the buildings which constitute its façade gives it a character quite distinct from that of the rest of this part of the city. It also requires no effort on the part of the tourist to appreciate it. Let him (or her) *walk* it both ways: first along the shops, then in the shade opposite overlooking the gardens, whose evergreen glade, forming a deep dell between the street itself and the abrupt black crags of the Castle Hill, adds so much to the beauty of the scene, and he will comprehend it all without asking a single question. The street has some architectural beauty added to it almost every year, the latest being the new North British Hotel, with its fine clock-tower.

Formerly, what is now the Princes Street Gardens was covered by a sheet of water called the Nor' Loch, in which offenders of a particular class were ducked.

At the east end of Princes Street is **Calton Hill** (355 ft. above sea-level. *Guide*, 1s.). Ascend it by the flight of steps from Waterloo Place. A guide is useful to such as want the details pointed out. We will not discuss the æsthetic propriety of building sham temples and "humpty-dumpty" observatories on such a site, but will leave the tourist to form his own judgment about this mimicry of "Athenian grace, long since o'erthrown." The most conspicuous imitation is that of the Parthenon, called the *National Monument*. It consists of a row of Doric columns with pediment and architrave, and is in commemoration of the heroes of Waterloo. It was primarily intended to represent the original restored, but the public said "no" to the subscription list, and continues to regard the shell, itself incomplete, with complacency. The building like a lighthouse on the apex of the hill is *Nelson's Monument* (*Adm.* 3d., 8 a.m.—dusk). To the north-west of the last named, the low structure with the dome is the *City Observatory*, and monuments to Dugald Stewart, professor of moral philosophy, and Professor Playfair complete the classical decorations of this eminence, about which, perhaps, the most interesting thing is the **view**.

Northwards the eye ranges over Leith and the Forth to the Lothian Hills of Fife, distinguished by two *facsimile* peaks. Eastwards are Portobello—the Margate of Edinburgh—the Bass Rock and North Berwick Law. Arthur's Seat is close at hand, and the Pentland Hills stretch away to the south-west. The whole line of

Princes Street is seen due west, with the Castle to the south of it, and the thick spire of St. Mary's Cathedral in a line beyond its farther end. A noteworthy object is the crocketed crown-topped spire of the Free Church in Albany Street, near to which is an episcopal church on the lines of King's Chapel, Cambridge. The atmosphere is seldom clear, but when it is, Ben Lomond and Ben Ledi may be distinguished in the north-west. The former is the more southerly of the two.

Route to St. Mary's Cathedral (1 m. from the North British, and $\frac{1}{2}$ m. from the Caledonian Station. Trams from the east end of Princes Street to the south end of Palmerston Place, 200 yds. from the Cathedral). Pedestrians are advised to adopt the tram-car route in going, and to return by Melville Street (which begins at the east end of the Cathedral), Charlotte Square, and George Street.

Commencing our walk opposite the Waverley Station, and near the east end of Princes Street, we pass at once, on the south side of the street, the **Scott Monument**. (*Open 8 a.m. to 7 p.m. Summer; 10—3 Winter. Admission 2d.*) This is perhaps the most elegant and tasteful Gothic monument of modern times. It was designed in 1844 by a previously unknown architect, Geo. Kemp, who gained his inspiration—if a copyist may claim so high a gift—from Melrose Abbey, and who died before the completion. Four arched buttresses, themselves pinnacled, surround and support a tower, which rises by a succession of diminishing courses, terminating in a pinnacle, to a height of 200 ft. Beneath the arches, which form a canopy over the basement, is a statue of Sir Walter by Sir John Steell. The entire structure is richly ornamented, and in the niches many of the characters created by the poet and novelist are enshrined. Visitors who are equal to the climb, or rather squeeze, of 287 steps to the top, obtain a fine view of Edinburgh and across the Forth. About a third of the way up is the *Museum* (1d.), containing autograph letters, &c.

In the next opening on the left, going westward, are the *Royal Institution* and the *National Gallery*. They stand on an embankment thrown across the valley at right-angles, and known as the *Mound*. They are both fine specimens of early Greek architecture, and contribute in no small measure to that bold and defiant architectural discord which constitutes the genius of Edinburgh.

	<i>Open.</i>	<i>Admission.</i>		
Statue Gallery.	{ 10—4.	W. and F., 6d.; other days free.		
<i>Catalogue, 3d.</i>				
National Gallery.	{ 10—4.	Th. and F., 6d.		
<i>Catalogue, 6d.</i>				
			10—5.	M., Tu., W., Sat., free.
			7—9.	Sat., free.

In the **Royal Institution** the chief object of interest is the **Statue Gallery**. Herein is a large collection of casts from ancient sculpture. The building also contains an *Art School* and a *School of Applied Art*. The Antiquarian Museum has been moved hence to Queen Street (*see p. 33*).

The National Gallery is only a few yards from the south side of the Royal Institution, than which its architecture is less florid. The exhibition comprises many fine specimens of the old masters and a goodly display of modern art, the Scottish element being naturally predominant. In another portion of this building the annual Exhibition of the Royal Scottish Academy is held from Feb. to May. Admission, 1s.; catalogue, 6d.

Proceeding along Princes Street, the visitor will notice in the gardens a succession of statues which tell their own tale, but perhaps the most attractive object is the **Iona Cross**, erected in 1879 to the memory of Dean Ramsay, for many years minister of the neighbouring chapel. St. John's Episcopal Church, modelled after St. George's Chapel at Windsor, stands at the end of Princes Street beyond the Cross.

St. Cuthbert's (West) Church has been entirely rebuilt, except the spire. In the graveyard (S.W. corner), was buried De Quincey, the "opium-eater."

Hence proceeding onward along Shandwick Place and Atholl Place you will reach in about five minutes' walk the end of Palmerston Place. Two hundred yards up this is

St. Mary's Cathedral.

Open 10-6, free. Services:—Sunday, 11, 3.30, 7; Week days, 11, 5.

This splendid structure is one of the most important additions to the ecclesiastical architecture of Great Britain since the period when her most famous cathedrals were built. Its existence is due to the munificence of two ladies, the late Misses Walker, of Coates, who bequeathed a large portion of the hundred thousand pounds odd already spent on its erection. The foundation stone was laid in 1874, and the formal opening took place in 1879. The architect was Sir Gilbert Scott, and it is, perhaps, his most beautiful, if not his most original achievement. On the other hand, without arrogating to ourselves any technical knowledge of the laws of proportion, we take leave to say that the central spire is distressingly massive and bulky—more of an extinguisher than an ornament. One is not surprised to learn that special artifices have had to be contrived to prevent the superstructure crushing down the part below. It is a well-known fact that the gifted architect erred on this score in more than one of his productions elsewhere—notably at Ambleside. Spires, to use a Yankeeism, were not his "spere."

The total length of St. Mary's is 262 feet, the breadth 92 feet, and the height of the spire 295 feet. The two smaller spires which appear in the design at the west end are not yet built. The general style is Early English. The body of the church consists of nave, choir, side aisles, north and south transepts, and chapter-house. The material is freestone, and the modern taste for contrast has been gratified by the introduction of polished shafts of Shap granite in various parts of the fabric. In the gables of the west front and the two transepts are fine wheel or rose windows. The design for the chapter-house is of the approved octagonal shape, the roof above the bays tapering to a point.

The Interior lacks the profusion of ornament which characterises so many of our cathedrals, but there is little reason to regret the want. The comparative simplicity of the work leaves room for a more competent impression on the eye of its good taste, harmonious proportion, and thoroughness. Its most elaborate works of art are as follows:—The *Screen* of richly veined alabaster

separating the nave from the choir; the *Pulpit*, which stands close to the north-west pier of the tower, and is of a finely cross-grained red sandstone; the *Reredos*, designed by Mr. J. Oldrid Scott, who assumed the post of architect on the death of his father, Sir Gilbert Scott: it is worked out in richly veined alabaster and white and coloured marbles, its chief feature being a basso-relievo in white marble, representing the Crucifixion, and executed by Miss Grant, niece of the late President of the Royal Academy; and, lastly, the *East Window*, which is in memory of the munificent foundresses of the Cathedral. A carved episcopal chair, the gift of Canon Liddon, has lately been erected in the Cathedral. The tower has a peal of ten bells.

A short half-mile beyond the Cathedral is **Donaldson's Hospital**, the finest building of its kind in Scotland. It is a quadrangular structure, Tudor in style, and marked by groups of towers, of which the chief one is over the entrance gateway. The founder was a printer who left £200,000 for the education and maintenance of 200 poor boys and girls, a large proportion of whom are deaf and dumb. Admission Tu. and F. aft. by order, 61 Castle-st.

Returning eastward we go along Melville Street and then, past the dome-crowned St. George's Church, into *Charlotte Square*.

From the east end of Melville Street a détour should be made down Queensferry Street to **Dean Bridge**, which spans the *Water of Leith* at a height of 100 feet. Beyond it are **Stewart's Hospital**, and—a good mile—**Fettes College**, an upper-class school of fine Renaissance architecture and occupying a commanding site.

In the centre of this square is the **Albert Memorial**—a bronze equestrian statue erected in 1878. The pedestal contains scenes from the life of the Prince in high relief and, at the corners below, other groups of figures presenting votive offerings. At the intersection of the next thoroughfare, Castle Street, is a bronze statue of Chalmers, the celebrated divine. The sculptor of both these statues was Sir John Steell.

Turning to the left along **Castle Street**, we have on the right (No. 39) the house in which Sir Walter Scott lived from 1800 to 1826.

At the next two crossings, Frederick Street and Hanover Street, are two bronze statues, by Chantrey, of Pitt and George IV. respectively, and at the entrance to St. Andrew Square is a third one, representing Alexander and Bucephalus. From the centre of this square rises the **Monument of Lord Melville**, treasurer of the Navy under Pitt. He was impeached for corruption but acquitted by the House of Lords. The Monument is 150 ft. in height and an imitation of the Trajan column. At the east end of the square is the *Bank of the British Linen Company* with florid Corinthian columns surmounted by statues; also a statue of the fourth Earl of Hopetoun. There is also a very pretty vista view across the Forth, extending to the hills over Loch Leven.

Turning to the left out of George Street by Dundas Street, which continues Hanover Street, we reach in $\frac{3}{4}$ mile the **Botanic Garden and Arboretum** (open, 8 a.m. to dusk; Sun., from 11 a.m. Plant Houses, 1 to 5.30 p.m., or sunset if earlier. Adm. free. Cable tram-cars run regularly from the Mound, 1½d. in or out). This, of its kind, ranks among the foremost attractions of Edinburgh; it has palms for which a house 100 feet high is none too lofty; extensive plant-houses; beautifully laid out parterres; a *Rock Garden* with all manner of

ferns and Alpine plants; a good show of conifers, and a *Museum* in which the fossil-flora of Edinburgh are fully represented. Being greatly used for educational purposes, it is rather disfigured to the casual visitor by the scrupulous manner in which almost every plant is named on pegs which are often bigger than the plant itself. There is a striking view of the city from the south side.

The **National Portrait Gallery**, "dedicated in 1890 to the illustration of Scottish History," and the **National Museum of Antiquities**, occupy a massive building of red sandstone (14th cent. Gothic), in Queen Street,—“a treasure-house of the industrial progress of Scotland, and of the men and women who have made her famous.”

**National Portrait
Gallery**

} Same as National Gallery (*p.* 30).

Museum of Antiquities

} 10—4. Th. and F., 6d.; Tu., W., Sat. free.
} 7—9. Sat., free.

The **Portrait Gallery**, the “Scottish Valhalla,” is a very fine collection. Besides paintings it contains a good show of engravings and busts, some statuary, e.g., Flaxman's statue of Burns, and a collection of medallion portraits.

The **Museum** is of special interest as illustrating the whole range of Scottish development, from the period of flint and stone implements to the present century. It is especially strong in relics of the Viking and Celtic ages in the far north—Orkney and Shetland, etc.—specimens from broughs, Picts' houses, querns (corn-grinding hand-mills); and contains some casts of noteworthy crosses and Runic stones, while amongst its curiosities may be mentioned that terrible instrument of death, euphemistically called the *Maiden*, and first introduced into Scotland by the Regent Morton, who had been much gratified at the way in which he had seen it do its work at Halifax; a pulpit used by John Knox, and the identical stool with which Jenny Geddes so vigorously enforced her objection to the English Liturgy (*p.* 23). There are also memorials of the Pretender and many other objects of delight to the curiosity-hunter, while the genuine antiquarian will revel in the many suggestive relics of the past which abound on every side.

The ground floor at the west end of the building is the home of the “*Royal Scottish Geographical Society*.”

Newhaven ($2\frac{1}{2}$ m. by tram. or rail from Caledonian station).—

Tourists who have a fancy for the quaint and unconventional, will enjoy a ride (tram) or walk down to the antiquated village of Newhaven. The walking distance is a good two miles, nearly half of which is down the Leith Road. If the excursion be taken in the morning, the stream of fish-wives flowing into the city, short-petticoated, and with their creels supported by bands fixed round their heads, will indicate the nearest way unmistakably. If walking turn to the left out of Leith Walk, down Pilrig Street, and you will soon find yourself in one of the funniest little streets in the country—a strip of “auld lang syne,” as unlike to its modern surroundings as are the getters and sellers of caller herrin', haddie, whiting, &c., who dwell in it, to their neighbours. The houses are low, and have flights of steps reaching half-way up them to a second flat. A decided fishy odour pervades the street. The inhabitants—of Scandinavian origin—preserve their individuality in a wonderful manner, having seldom, until lately, intermarried with the Celt or Saxon. There is a good fish dinner at the Peacock Inn here.

A return may be made, for variety's sake, by *Leith Harbour and Town* (Tram-cars to *Princes Street*), or by *Inverleith Row*, in which are the *Royal Botanic Gardens* (*p.* 32). Just beyond the Harbour, at the corner of Bernard Street and Constitution Street, is a recently erected *Statue of Burns*.

Ascent of Arthur's Seat (822 ft.).—In a clear atmosphere a couple of hours may well be spent in making this expedition. Under other circumstances it is a dull and profitless one. The road is by Holyrood Palace, on to the Queen's Drive, whence take a footpath to the right in a few yards, close to the convergence of the track round the foot of Salisbury Crags. This passes the end of the ride-ranged at the outlet of the depression between Salisbury Crags and Arthur's Seat called *Hunter's Bog*. On the rise beyond we pass *St. Anthony's Well*, marked by a big boulder, a few yards to the right of the fragment of *St. Anthony's Chapel*, and then the route is unmistakeable—it climbs by the far side of the ridge beyond Hunter's Bog obliquely, and finally attains the summit by a wide sweep to the left. The view is a larger edition of the ones from the Castle and Calton Hill, stretching northwards to the Ochils and the Grampians (more than a dozen prominent peaks); westwards almost as far as Glasgow; south-westwards to the Pentlands, and eastwards over a rather uninteresting low country to the coast, whereon Berwick Law and the Bass Rock are conspicuous with a wide expanse of sea beyond, in which is May Island. In *returning*, an almost gradual descent may be made on to the far side of the Queen's Drive, or a steeper one to the opening at the south end of Salisbury Crags. Wash your face in the dew off the top of Arthur's Seat at sunrise on the 1st of May, and you will be "beautiful for ever."

Geologically, Arthur's Seat is an outstanding fragment of the eastern edge of the old Edinburgh volcano.

* * **The Queen's Drive.** A capital way of including Arthur's Seat in a short visit to Edinburgh is to drive round it on your way to Holyrood, which is not open till 11. The Queen's Drive, as the road is called, makes a circuit of $2\frac{1}{2}$ miles, and an extra hour will enable you to walk to the peak comfortably. Beginning at Holyrood, the Drive passes round the foot of Salisbury Crags, gradually rising until it reaches the top of *Samson's Ribs* as the southern scarp is called; then affording a wide view, in which *Duddingston Loch* and *village*—the latter wearing a "home-counties" English look—occupy the foreground, with the Pentland, Moorfoot and Lammermoor Hills, succeeded by the Firth of Forth in the background. Then, passing an artificial lake—*Dunsappie Loch*—whence is the easiest ascent of Arthur's Seat, we descend to the level of Holyrood again, passing, as we approach the Palace, the chief review and exercise ground of the regiments stationed in Edinburgh; also, a little way up on the left, across *St. Margaret's Loch*—as a not over-attractive sheet of water is called—the ruins of *St. Anthony's Chapel*. The *cab-fare* for this drive is 3s. an hour.

Salisbury Crags. For those who do not ascend or drive round Arthur's Seat, it is worth while to take the walk round by the "*Radical Road*," a path running along the top of the slope of the Crags immediately below the precipitous upper part. It commands a wide view westward over Edinburgh. Two-thirds of the way there is a gully, sometimes scaled, called the "*Cat Nick*."

Excursions from Edinburgh.

(*Map opp. p. 44.*)

The following excursions, as far as *p. 51*, are more fully described in "Scotland Part III" (the Lowlands).

(1) **Roslin and Hawthornden.** (*a*) *By rail* (N.B.) to *Roslin village* (Glencorse branch), *Rosslyn Castle* (Penicuik branch), or *Rosslynlee* (Peebles branch), all 12 to $12\frac{1}{2}$ m. *Hawthornden*, (Penicuik and Peebles branches), $11\frac{1}{2}$ m. *Circular Tickets* (either way) by *Roslin and Hawthornden* (or *Polton*), 2s. 2d., 1s. 6d.

By coach to *Roslin Village*, 7 m. *Fare*, 1s. each way. *The coaches start from the Waverley Steps, adjoining N.B. Hotel, frequently during the day, and return in the afternoon. One coach makes a circular tour* (2s. 6d.) *by Dalkeith.*

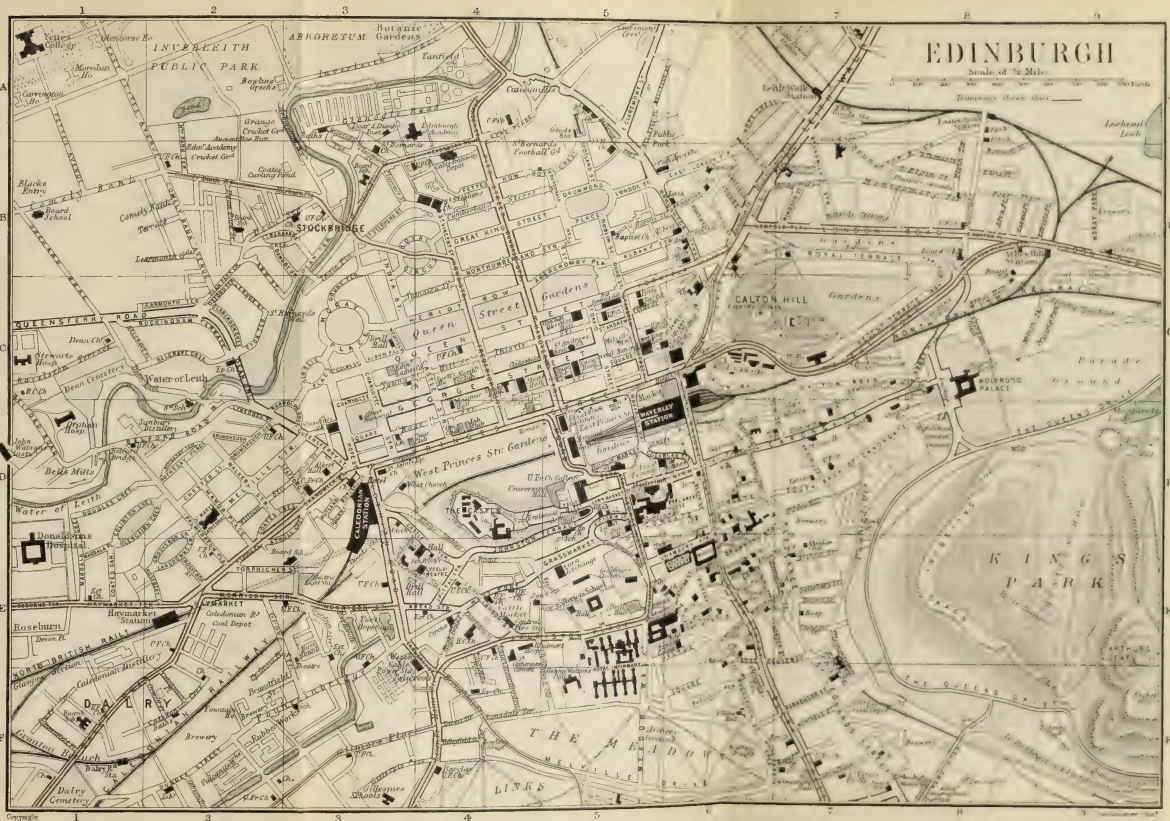
Cyclists visiting both places cross the Esk between Roslin and Rosslyn Castle stations (steep hills).

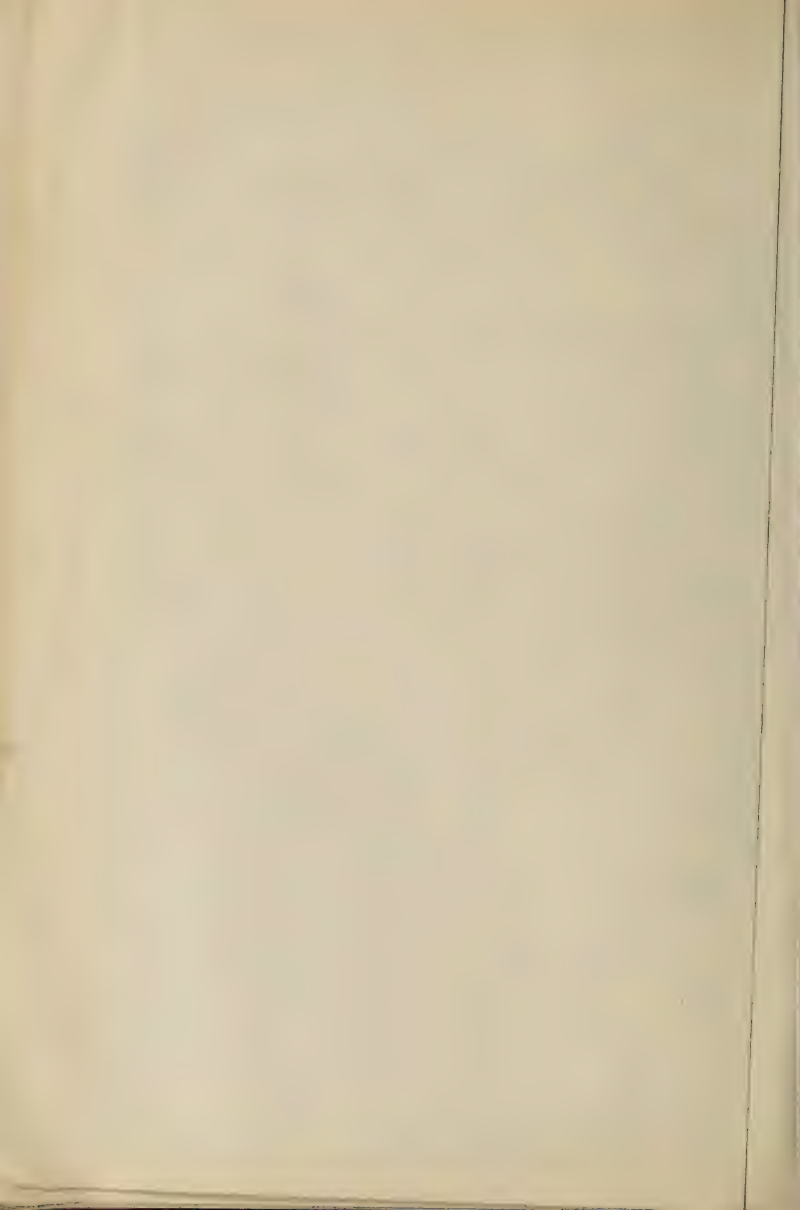
This is a favourite short excursion from Edinburgh. There is, as may be seen, quite a perplexing choice of routes, all the above stations, as well as *Polton*, being within 20—25 minutes' walk of one of the chief points of interest;

- PUBLIC BUILDINGS &c**
- | | |
|-----------------------------|-------|
| Advocates' Library | D 5 |
| Albert Memorial | D 3 |
| Arthur's Seat | E 9 |
| Botanic Gardens | A 4 |
| Burns' Monument | C 7 |
| Calton Hill | C 6 |
| Canongate | D 7 |
| Castle | D 4 |
| County Hall | D 5 |
| Dean Bridge | C 2 |
| Donaldson's Hospital | E 1 B |
| Fettes College | A 1 |
| Free Library | D 5 |
| General Assembly Hall | D 5 |
| Grassmarket | E 5 |
| Heriot's Hospital | E 5 |
| Holyrood | C 8 |
| Knox's House | D 6 |
| M'Kean Hall | E 6 |
| Melville Monument | C 5 |
| Moray House | D 7 |
| Museum (Antiquarian) | C 5 |
| Museum (Industrial) | C 5 |
| National Gallery | D 6 |
| National Monument | C 7 |
| National Portrait Gallery | C 5 |
| Nelson Monument | C 7 |
| Parliament House | D 5 |
| Post Office (General) | C 6 |
| Queensberry House | C 7 |
| Ramsay Monument | D 3 |
| Royal Infirmary | E 5 |
| Royal Institution | E 5 |
| Salisbury Crags | D 8 |
| Scott's House 39 Castle St. | C 4 |
| Scott Monument | C 5 |
| Tolbooth | D 7 |
| United Free Assembly Hall | D 5 |
| University | E 6 |
| University Medical College | E 6 |
| White Horse Inn | C 7 |

- CHURCHES.**
- | | |
|----------------------|-----|
| St Giles' Cathedral | D 5 |
| St Mary's Cathedral | I 2 |
| Canongate Church | D 7 |
| Greyfriars' Churches | E 5 |
| Tron Church | D 6 |

- THEATRES.**
- | | |
|--------------------|-----|
| Lyceum | E 4 |
| Royal | C 6 |
| Empire (Varieties) | E 3 |
| Pavilion | E 3 |





nor are matters simplified by the vagaries in spelling indulged in by those who have had the naming of the different places—best exemplified by the smaller inn, which is spelt both Roslin and Rosslyn on its signboards. In reality Roslin appears to be the modern business name for the village, but the older and prettier Rosslyn has been restored, where possible, *ad captandum*.

From **Rosslynlee Station** it is 17 minutes' and from **Rosslyn Castle Station** 10 minutes' walk by road and path (crossing the river by a footbridge seen in descending the hill) to the Castle, and 5 minutes more to the village or chapel. Those who begin or end the walk at either of these and include Hawthornden in it have to cross the valley twice; whereas **Roslin Station** is on the same side of the river as the chapel and castle, which are reached in from 5 to 7 minutes by passing through the village. The simplest plan, therefore, is to go by train or coach to Roslin village, walk thence by the chapel and castle down the glen to Hawthornden, and return from *Hawthornden Station* by train; or *vice versa* throughout. Visitors commencing at the Roslin end should remember that the Hawthornden exit is strictly closed at 6 o'clock, whereas coming from Hawthornden they may enter the chapel after that hour.

The Royal Hotel and the Roslin Inn opposite one another, on the way from Roslin Station to the chapel, cater for visitors.

Roslin Chapel (adm. 1s.) and *Rosslyn Castle* (adm. 6d.) are open from 10 to 6 (really till dusk); *Hawthornden* (adm. 1s.) from 10 to 6 strictly.

Quitting the train at *Roslin village*, you pass at once through the village, and reach the **Chapel*** about 200 yards beyond it. The fabric is upwards of four centuries old, and was originally built as part of a collegiate church. The chancel, however, is the only part ever even commenced. Its great feature is the unrivalled redundance of ornamentation, attaining its climax in the vaulted and groined roof of the Lady Chapel, which is divided into four bays and constitutes the east end. The eye is simply bewildered by the intricate devices and the overflowing evidences of manual skill which abound on every side. The style is Decorated,—intensely Decorated. Limited though the area is, the number and variety of the pillars and arches which are crowded into it, afford several most striking vistas. The '*Prentice's Pillar*' is known the world over. Itself elaborate, it is surrounded by a spiral wreath of exquisitely carved stone-work. The story of the 'prentice having completed it while his master was in Italy studying models for the purpose was graphically told by a former attendant. The completion "so enra-aged the maister that he struck him doon dead wi' his mallet." A carved figure on another pillar corroborates the fact. In the south aisle of the Chapel are carved representations of the seven Cardinal Virtues and the seven Deadly Sins. We once heard "Love" enumerated amongst the latter. At the W. end is a modern *Baptistery*, with a gallery, looking from which you are focussed, as it were, for a view of the whole, its chief feature being perhaps the roof, which, though coarse in detail, has from this elevation a most striking appearance. A plain lower chamber, reached by steps at the south-east corner of the chapel, has also been used as a place of worship. Altogether Roslin Chapel is a building which arouses wonder, if not unqualified admiration.

Stained glass windows have recently been placed by various donors in the clerestory, representing on one side Old Testament, on the other Christian warriors.

* *Sun. services* (Scotch Episc.), 12 and 6 p.m.

By footpath, just beyond or by a lane a few yards short of the Chapel, we proceed to the **Castle**, which is reached by a lofty bridge. It has nothing but its situation, on a commanding rock over an isthmus formed by the river, to recommend it to the tourist's notice. A little short of it he may take the footpath on the right and then turn sharp to the left under the bridge. Thence a good track follows the windings of the glen, which is well wooded, for about a mile to the gate and footbridge by which access is gained to Hawthornden. Just before reaching this gate the visitor must be careful not to turn up the hill to the left. Beyond it are the grounds of *Hawthornden*. The house is reached by a steep ascent, at the top of which is, or was, a door in a wall some 7 or 8 ft. high. Some years ago a notice appeared on the wall to the effect that any one "leaping" over it would be prosecuted!

Hawthornden itself is a modern residence erected on the remnants of an old stronghold, whereof a ruined tower still remains. Like a Rhine castle it beetles over the valley below, having for its foundation a headlong rock. In the cliff below the house are some pigeon-hole cavities, which seem at one time or other to have been inhabited—by whom it is hard to guess—except that it must have been by a class who felt pressing need for retirement. Triflers, we are told, regard these as King Robert's Library, but, as an objector put it, "there wadna be many bund books then," so this theory falls through. The caves are connected and contain a well, hewn out of the rock. Three centuries ago the poet Drummond built and occupied Hawthornden. Hence its fame; though it would be curious to poll the number of visitors who ever heard of the poet Drummond, except in the Guide Books. Southey, however, praises him as the first Scottish poet who wrote well in English. In the garden close by he and Ben Jonson met.

Passing through the gardens, which are prettily laid out, we gain the public road, about $\frac{1}{2}$ -mile north of Hawthornden Station.

Dalkeith Palace and Park. ($8\frac{1}{2}$ m. from Edinburgh, 4 m. from Hawthornden.) *Wed. and Sat., when the family is absent. Circular route (p. 34). Numerous trains to Dalkeith or Eskbank; also frequent coaches from Waverley Steps (9d. and 6d.).*

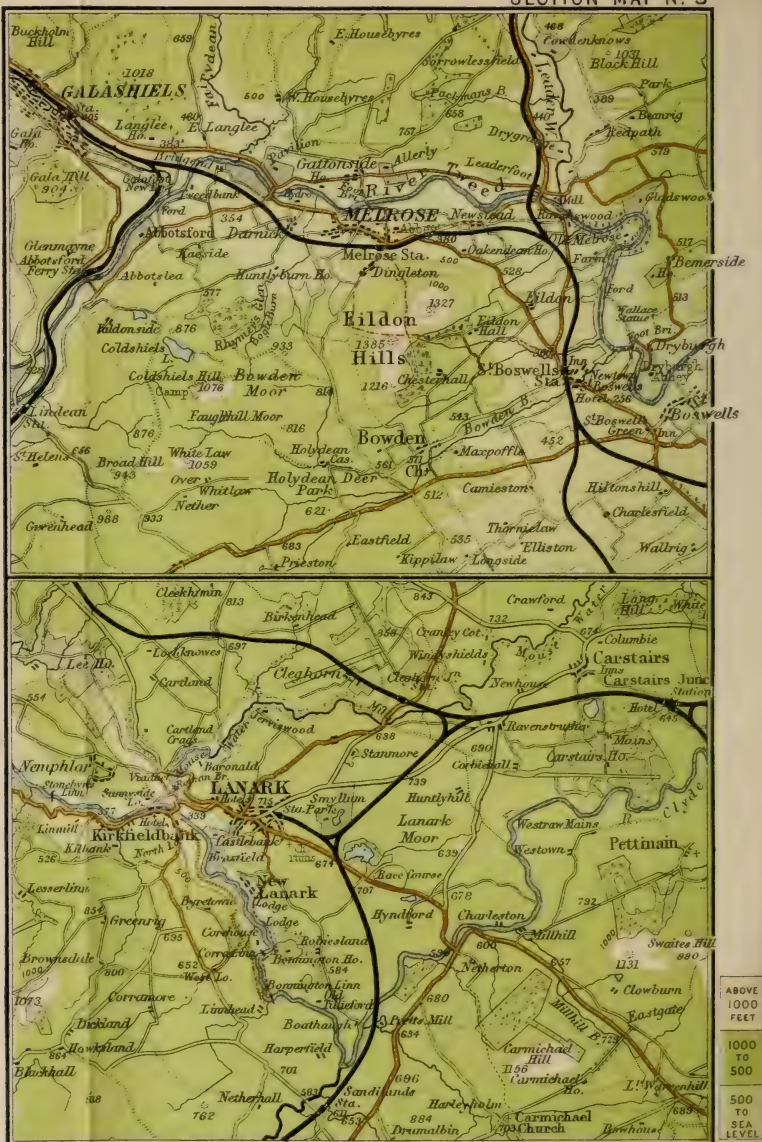
The tourist who is in no hurry to return to Edinburgh may visit Dalkeith on his way back, either walking from Hawthornden or taking the train to Eskbank, whence Dalkeith Palace is 1 m. distant. (Hotels: *Cross Keys, Harrow*; see "Pt. 3, Lowlands.")

It is a heavy square building, but contains a good collection of pictures, mostly portraits, including works by Andrea del Sarto, Canaletti, Claude, Gainsborough, Holbein, Kneller, Reynolds, Ruysdale, Vandyck, Wilkie, &c. The gardens are in a high state of cultivation. The park is generally open.

A return to Edinburgh may be made direct from the Dalkeith or Eskbank Stations, $\frac{2}{3}$ and $\frac{1}{4}$ m. from the Palace, respectively.

(2) **Melrose, Dryburgh, and Abbotsford.** *Edinburgh to Galashiels, 33 $\frac{1}{2}$ m.; (—Abbotsford Ferry, 36.) Melrose, 37; St. Boswells, 40 $\frac{1}{2}$; Dryburgh (path), 42. Tourist Tickets to Melrose, 10s., 6s. For Circular Tours see "N. B. Tourist Programme."*





Melrose to St. Boswells (over Eildon Hills, on foot), 4 m. (3 by road); Dryburgh Abbey, 5½; Melrose (by Bemerside), 11; Abbotsford, 14; Abbotsford Ferry Station, 1. Hilly route for cyclists.

For **Cyclists** the finest route is by Penicuik, 10 m.; Leadburn Inn, 13; Peebles, 23; Innerleithen, 29½; Galashiels, 41½; Melrose, 45. This gives a beautiful run along the Tweed from Peebles to Galashiels. Return by direct route, 37 m.

Many tourists will not return to Edinburgh from this excursion without visiting also the famous Abbeys of Jedburgh and Kelso, whence they may vary the return route by proceeding along Tweed-side to Berwick, and back to Edinburgh by the east coast; or from Melrose or Galashiels they may cross the country by Selkirk or Innerleithen and St. Mary's Loch to Moffat. All these excursions may be accomplished by rail except the part between Selkirk (or Innerleithen) and Moffat. For these extensions of the excursion we are now describing, see our volume on the Lowlands—"Scotland III.," 4s. net.

Carriage-folk bent on seeing Dryburgh and Abbotsford in one day, cross the Tweed 2 miles below Melrose, and as far as that point return by the same route. From it, however, they may continue along the north side of the Tweed to a bridge about half-way between Melrose and Abbotsford. The total driving distance is about 17 miles. Between St. Boswells and Dryburgh there is only a foot-bridge.

Pedestrians are strongly recommended to adopt the route over Eildon Hills, which is a very pleasant one and adds the charm of a wide panoramic view to the excursion. The return by Bemerside, on the north side of the river, should on no account be omitted. Then, instead of crossing the Tweed at Leaderfoot Bridge, the north side of the river may be kept (as in the carriage-road), as far as another bridge, 1½ miles above Melrose, and Abbotsford reached without passing through Melrose again on the way. There is, however, no inn at Abbot-ford.

The Route. From Edinburgh to Melrose is an hour's journey by express trains, which stop at Galashiels only, and a considerably longer one by all others. **Galashiels** (Hotels:—*Royal, Commercial*, in the town; *Abbotsford Arms*, E. side of the station. Pop. about 14,000) is a great centre of woollen manufacture, but has no interest for the tourist. About half-a-mile beyond it, just before the railway crosses the Tweed, a peep at Abbotsford may be obtained. It lies to the right hand, low down on the south side of the stream, a short mile from the line. The town and Abbey of *Melrose* are well seen on the left before the station is reached. From it to the Abbey is about three minutes' walk.

Melrose [Hotels:—*George and Abbotsford*, 2 min. from Station; *Abbey* (with a little museum); both good, close to the Abbey; also (smaller) *Station, King's Arms. Hydro'* close to the town. Pop. about 2,200] is a pleasant villa-sprinkled place at the foot of the Eildon Hills and close to the Tweed. Its one focus of interest is—

Melrose Abbey.*

(Open all day; moonlight nights till 11. Admission, 1s.)

This still beautiful structure has, perhaps, been more hardly used than any ruin of a similar character in the country. Placed in a favourite route for marauding armies, chiefly English of the Plantagenet period, and in a district where the reformers' zeal was

* This and all the other Lowland Abbeys are much more fully described in "Scotland Part III.," 4s.

hottest, it has been plundered and knocked about from motives of religion, utility, and sheer wanton robbery to such an extent that the wonder is that it continues to exist at all. The recklessness of its destroyers, however, found a match in the determination of its supporters, who rebuilt or restored it again and again, as fast as it was destroyed, and finally succeeded, at about the third attempt, in raising a structure which is now, though little more than a shell of its original self, one of the most interesting relics of late Gothic architecture in Scotland. The most striking evidence still remaining of the barbarous treatment which it received in times past is furnished by the bricking up and roofing of the nave. This was the work of the Covenanters, and represents their conception of church architecture. Who, however, is responsible for the little pigeon-house on the south transept, we have not ascertained.

Nor has the present century been more merciful, in its way, to the old fabric than previous ones. It has blocked the view with several more or less incongruous structures, and tried to "colour" it with the smoke of one or two black chimneys. Then, as if to add insult to injury, it has economised in material by using the stones of the Abbey itself. There is scarcely a house in Melrose, we were once told, which has not got some of its masonry in this way. The same thing is said with regard to Tintern Abbey. It is satisfactory to think that both Melrose and Tintern are safe from further vandalism of this sort, but in the case of Melrose the disfigurements are, we fear, beyond remedy. The present owner is the Duke of Buccleuch.

History. The original Abbey on this site was founded by David I., early in the 12th century, and occupied by Cistercian monks from Yorkshire—the first of that order to settle in Scotland. Destroyed by Edward II., it was rebuilt by the Bruce, only to be again laid in ruin by Richard II. The present remains belong mainly to the 15th century, and are in the Decorated style, consisting of choir, transept, and some part of the nave. The west portion of the **nave** has only the outer walls of its aisles remaining, the windows of which, however (each of them originally belonging to a separate chapel), retain, all but two, their mullions and tracery. The bold character of the various designs is very striking. The *south transept*, with its beautiful window, door, and niches, is in a good state of preservation. It once had an east aisle, the outer wall of which remains, connected with the transept itself by flying buttresses. The features of the **choir** are the fretted roof and the east window, the latter having a decidedly Perpendicular appearance. The tower, also, retains traces of great elaboration of ornament. In the interior were buried Alexander II., the heart of the Bruce, Michael Scott, and many of the Douglas family. Note the "curly greens" or kale pillar.

For reasons above stated, it is almost impossible to obtain a satisfactory view of the building from the exterior. The best is from the public walk on the south side.

Melrose to Dryburgh. 1. Rail to *St. Boswells*, $3\frac{1}{2}$ m.; thence over the Tweed by foot-bridge, 5 m. in all. 2. Carriage-road by *Leaderfoot Bridge* and *Bemerside*, 6 m. 3. Walk over *Eildon Hills* to *St. Boswells*, $3\frac{1}{2}$ m.

The rail and carriage routes need no special description, the latter being the same as the return route described below.

(3) *Pedestrian Route.* To climb **Eildon Hills** (1,385 ft.) pass under the railway at the east of the station, and, a little further, turn to the left between the houses; climb a steep path through some fields, beyond which the open country is gained. Then make up for the hollow between the two peaks. The southern one is the highest. From the hollow a good path leads to the top. Thence the view extends far and wide, but has no particular features except the Tweed valley itself. To the right of it, in a south and south-easterly direction, the Cheviots bound the prospect. Between them and the spectator the Waterloo Column, erected in 1815, is a prominent object. Westward appear the highest hills of the Lowlands, rising beyond *St. Mary's Loch* and the "winsome Yarrow." *Abbotsford* is hidden by a woody knoll, but the view up the valley to *Galashiels* and the *Moorfoot Hills* beyond is very pleasing. The *Lammermuir* uplands cut the horizon in the north-east.

On the most northerly peak of the three *Eildon Hills* traces of a camp are found. For the amusing legend of the origin of these three peaks, see page 10.

A descent is easily made to a wide path crossing the "col" by which we ascended. This path leads into a wood. Where it diverges, turn to the left, and on entering the road keep to the right past *Eildon Hall*, and then, where you strike another road at right-angles, turn to the left. This road leads into the main one to **St. Boswells**, which is soon reached. Pass under the railway bridge. The *Railway Hotel* (small) is close by. Hence pursue the main road as far as the old toll-gate ($\frac{1}{3}$ m.), where the branch road to *Dryburgh* diverges on the left. A guide-post marks the point. There is an alternative footpath. This road leads in $\frac{3}{4}$ m. to a long foot-suspension bridge across the Tweed. The view up the river in crossing is effective. The *Eildon* peaks rise over a foreground of wood and water. On a hill across the water is a statue of *Wallace* as ugly as it is big. A short distance on the other side of the bridge the grounds of

Dryburgh Abbey

(Open all day; moonlight nights till 11. Admission, 1s.)

are entered. Few monastic remains in the kingdom occupy a position of more peaceful seclusion than these. There is nothing striking in the view from them, the outer world being almost hidden by foliage, round which the Tweed forms three sides of a

modified square. In this respect of position, as in some others, the ruins contrast strongly with those of Melrose. There is enough, and only enough, of every part remaining to exhibit the original plan, but everything is fragmentary. The date of the Abbey is much earlier than that of Melrose, as is hinted by the tablet to the founder, Hugo de Morville, at the east end of the choir. The year of his death was 1162.

Like Melrose, Dryburgh has suffered much from wreckers and reformers. Edward II. burnt it during his feeble attempt to "carry out his father's wishes," and, when it had been rebuilt a couple of centuries, the Reformers tried to reform it away altogether, but happily failed.

The general style is Early English, but there is a fine Norman arch at the west end of the nave.

Between the choir and the north transept is *St. Mary's Aisle*, the most beautiful part of the Abbey still remaining. It contains the tomb of Sir Walter Scott, who was buried here Sept. 26th, 1832. The monument, which is also in memory of the poet's wife, is of Peterhead granite. Hard by is the tomb of his son-in-law and biographer, Lockhart, who died in 1854.

The only other parts of the church still standing are portions of the west end of the nave, and of the South Transept. Nature, however, fills up the gaps in a way which materially lessens our regret for the loss of the rest. South of the South Transept are *St. Modan's Chapel* and the *Chapter House*—the latter with a row of interlaced arches and pointed windows.

The residential parts of the structure are clearly marked out. The chief feature of them is the *Refectory*, on the south side of the cloisters. It contains a beautiful rose window, which Nature again has garlanded with ivy.

The general character of Dryburgh is much more simple and chaste than that of Melrose, and on that account it will be, to many eyes, none the less worthy of admiration. In the grounds is a yew-tree which, though a mere babe in comparison with the "three-thousand-year-old" one at Fortingall, is esteemed venerable as being coeval with the Abbey itself.

Quitting Dryburgh, we mount the hill for **Bemerside**. A little way up (7 min. from Abbey) enter a field-path by a step-stile on the further side of a lane. This cuts off a corner and brings you into the road again higher up. From the top of the hill, after turning to the left $\frac{1}{4}$ mile beyond Bemerside House, which has been occupied by the Haig family for more than 700 years, a horse-shoe bend of the Tweed, backed by the valley as far as Melrose and Abbotsford, presents a very beautiful and compact picture. Then the road, following the bend of the river, descends abruptly to the *Leader Glen*, after crossing which, if you wish to visit Abbotsford *viâ* Melrose, cross also the Tweed by the Leaderfoot Bridge, which spans the stream a little short of the lofty viaduct of the branch line from St. Boswells to Duns. Pass under the viaduct

on the other side, and at the far end of the village of *Newstead* take an intermediate path where the road forks. This path leads by the upper side of a burn in a direct line to Melrose Abbey.

If you wish to reach *Abbotsford* without revisiting Melrose, keep the road along the north side of the Tweed from Leaderfoot bridge as far as the next carriage-bridge, $1\frac{1}{2}$ miles beyond Melrose. Cross this and turn to the right at the old toll on the other side. Here you join the route from Melrose, and in about another $1\frac{1}{2}$ miles you will reach the entrance gate to *Abbotsford*.

From Melrose to *Abbotsford* follow the telegraph-wires to within a few yards of the Tweed bridge, passing between the village of Darnick and the Hydropathic house (the "Hypothecary" as a communicative native once designated it to us). In Darnick is an erection more strange than picturesque called a "peel-tower." It contains a number of curious border relics.

These *Peel Towers* were in the old days of Border strife and fray the strongholds of resident families who had flocks and other possessions worth "lifting." They remind us, somewhat, of the still ruder Pictish Towers farther north.

Turning to the left instead of crossing the bridge we reach, $1\frac{1}{2}$ miles further,

Abbotsford House. (*Open from 10 to 5. Adm. 1s.*) The house of Sir Walter Scott is a building of many gables and towers, situated on the south bank of the Tweed, which flows by in a broad, easy-going stream. The rooms open to visitors are at the east end of the house, and consist of the *Study, Library, Drawing-room, Hall, and Armoury*. We shall not encroach on the privileges of the conductor further than by saying that the study contains the great novelist's writing-table and arm-chair; the library, 20,000 volumes; the drawing-room, much curious furniture; and that the armoury is hung with abundant relics of the warlike past. The exhibition, as a whole, leaves an impression on the mind of the visitor that there must have been a good deal of personal sympathy mixed up with the playful satire with which the inimitable character of the "Antiquary" is treated. Besides these moveable objects of interest, there is much carving and elaborate workmanship in the walls, ceilings, and floors of the several apartments.

Nearly a mile above the house the river is crossed by a ferry-boat to *Abbotsford Ferry Station*, and, perhaps, the best view of the house and its surroundings is obtained during this part of our excursion. Its interest is enhanced by the thought that it gives a fair representation of the individual taste of Sir Walter himself.

Galashiels is 3 miles from the Ferry station, and may be reached on foot.

Dunfermline.

18 *m.* About 10 express trains a day from Waverley Station—in 30 minutes, crossing the Forth Bridge. Return fares :—4s. 9d. ; 3s. *For route see p. 75.*

Dunfermline (Hotels :—*Royal, City Arms* (c.t. ; B. & A., 2s. 9d.), 10 min. from *Lower* station, near abbey, 'buses. *Pop. abt. 25,000*) occupies an effective site on the brow of a hill, well seen from the rail, and is one of the pleasantest towns in Scotland, specially devoted to the manufacture of linen. For tourists its source of interest is its Abbey, with the remains of the Palace adjoining ; but every visitor should return to the station by the top of the town (up High Street) and the charming Park, which is as "Comely" by nature as by name, and commands a beautiful view across the Forth.

Turning to the left from the station-yard along a short broad street, continue straight along a narrow one, *Priory Lane*, at the end of which turn right for a few yards and you will see the **Abbey Gateway** up *Monastery Street* on the left. This gateway connects the monastic buildings on the right with the Palace on the left. After passing through it, you will notice the beautiful *Refectory window* of the former, of seven lights and almost unique in design, the order being Decorated. Beyond this you have the abbey on the right and reach the centre of the town. The **Municipal Buildings**, a little beyond the entrance to the Abbey, are a fine example of the Scotch Baronial style with projecting turrets and pinnacles. They "came out of a coal-pit"—the profits of certain neighbouring mines having furnished the town with the means to erect them. The *hotels* are right and left respectively just beyond them in the main street. The slender spire of High Street, to the right, crowns the *County Buildings*.

Dunfermline Abbey (*open, May to July till 8 p.m., Aug. to Oct. till 6 p.m. Fee optional*) is as a whole very incongruous, the east portion consisting of an ugly but pretentious Gothic erection of abt. 1820, the general character of which may be surmised from the fact that the stone network round the top of the tower shows in huge letters "King Robert the Bruce." The *Nave*, however, with its aisles is amongst the finest examples of solid Norman in Scotland. The west end, with its doorway surmounted by a Decorated window, and again, over that, by Norman details, we have seen on our way into the town, and we now enter the nave by its north aisle. The main roof of this is quite modern, as are the painted *windows*, of which the west end one, designed by Sir Noel Paton, represents in four lights the Scottish celebrities with whom the building is chiefly associated. The *pillars* and nearly all the *windows, aisles, triforium, and clerestory*, are severe Norman. Two of the pillars are strangely fluted

in zigzag fashion with the peculiar effect that they appear to the eye to decrease in thickness from top or bottom according to the position from which you see them, the decrease being in the direction of the point of the zigzag. A similar illusion is produced at Durham.

The modern *east end* is partitioned off, and perhaps the only thing to admire in it is the groined roof. Under the pulpit, lie the remains of the Bruce; an elaborate brass, set in Elgin marble, has been recently placed over them. A rough slab seen from the vestry at the east end, and enclosed by the scant remains of the *Lady Chapel*, is said to cover those of Queen Margaret, wife of Canmore. Canmore himself and his sons, we are told, repose under the east end of the nave, but the oak-front of the Royal pew of James VI. (1610), which is now fixed to the wall of the north transept of the modern church, exhibits a full list of the royal personages buried here.

The beautiful *sculptures* of the wife of Dean Stanley and other members of the Elgin family, in the South Transept, are specially to be noted.

History. The original monastery was founded by Malcolm Canmore and his pious Queen, Margaret, towards the end of the 11th century, but the present building dates from 1150, and was apparently too strong even for a reformer to demolish. That zealous body, however, were more successful with the choir, which was of 100 years' later date, and has been superseded by the "Bruce" temple.

In the **Palace**, of which one wall only remains, Charles I. was born, and Charles II. signed the solemn League and Covenant, and, of course, Queen Mary resided a while. Beneath the *Fratry* or *Refectory* already mentioned are a large number of cells. There is a pretty view over the Forth from this part.

We should add that the scene as a whole gains greatly from its sylvan character. Rooks and abbeys always go well together. Amongst the trees a little west are faint remains of *Malcolm's Castle*.

Dunfermline has a **Free Library**, in which it is intended to set apart one room as a *Museum*.

The Forth Bridge.

By road 8 m. from east end of Princes Street. Public conveyances, calling at the chief hotels at frequent intervals throughout the morning and afternoon; *ret. fare*, 2s. *Inns* at Cramond Bridge ("Barnton Hotel") and almost under the Forth Bridge. Good cycling route.

The *route* is along Princes Street to its west end, and Queensferry Street, across the Water of Leith by Dean Bridge, past Stewart's Hospital, with Fettes College away to the right, and the Craig Leith stone-quarries to (5 m.) **Cramond Bridge**, which spans the Almond. Hence, with the policies of Dalmeny (Earl of Rosebery) on the right, the road is well shaded, till it drops to the level of the Forth just under the bridge. Half-a-mile beyond the Bridge is **South**

Queensferry, so called ever since Queen Margaret, wife of Malcolm Canmore and sister of Edgar Atheling, made it her crossing-place between Edinburgh and Dunfermline.

From the pier opposite the inn a small steamer plies to the islet of **Inchgarvie**, on which rest the central piers of the bridge.

By rail from Waverley Station to **Dalmeny** ($9\frac{1}{2}$ m.) $\frac{1}{2}$ m. from bridge by path or road. Abt. 10 trains a day in 18-20 min. *Ret. Fare*: 2s. 5d., 1s. 4d. *Route described on p. 75.*

By rail from Princes-st. Station to **Cramond Bridge** (4 m.; station $\frac{3}{4}$ m. short of the bridge, 4 m. from Forth Bridge), about 10 trains a day. **Fares**: 5d. and 3d.

By water frequently from Leith, 6d. each way.

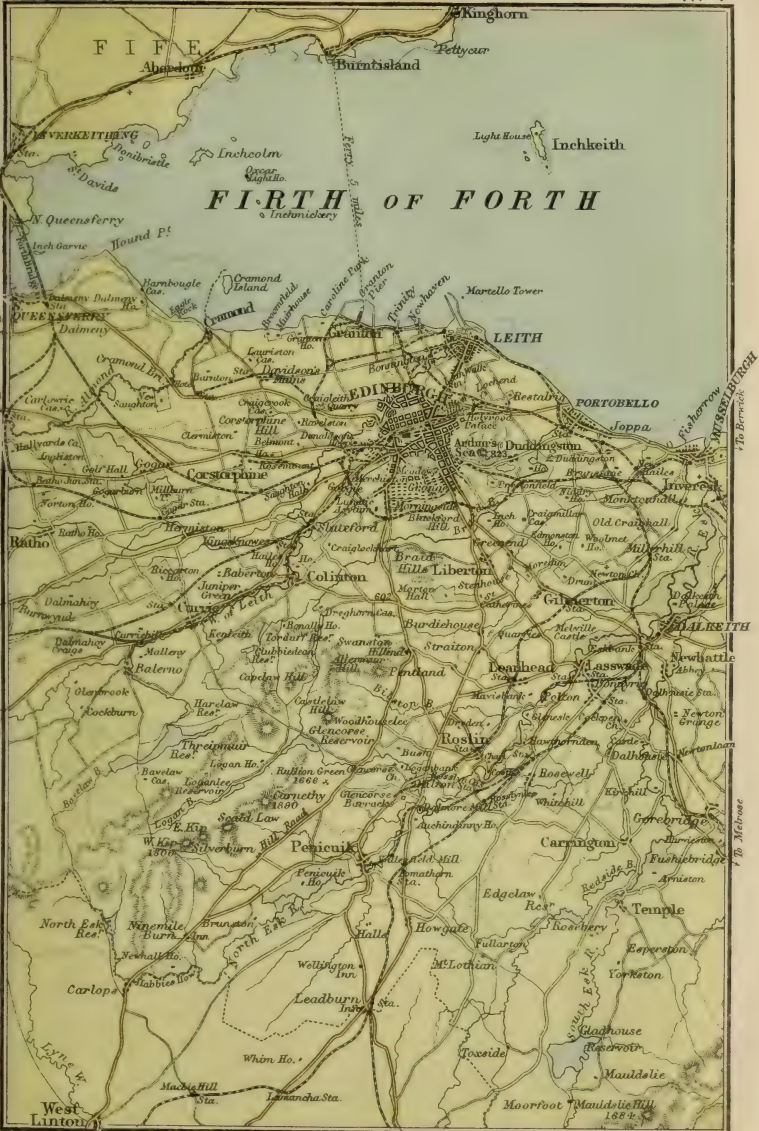
Pedestrians are advised to take the waggonette (p. 13) to Cramond Bridge, and walk thence through Dalmeny Park past Barnboughle Castle and Eagle Crag (see map, p. 44). $4\frac{1}{2}$ miles; or they may leave the Forth Bridge *char-a-bancs* at Cramond Bridge and walk thence to Cramond, $1\frac{1}{2}$ miles.

The **Forth Bridge** was opened for general traffic by the Prince of Wales on March 4th, 1890, and for express through traffic on June 2nd. The first train had crossed on January 24th. It is rather as a magnificent monument of engineering skill than from an æsthetic point of view that the bridge is to be admired. It is a vast network of steel tubes, all straight, and braced together by lattice-work, also of steel. The principle adopted is the "cantilever," which is the same as that of a bracket attached to the wall of a room as a support for a shelf. The whole pressure being downward on the line of the wall, a very small attachment will enable the bracket to support a much greater weight than appearances would suggest. The cantilevers are three in number, each consisting of four central upright tubes, rising to a height of 360 feet above high-water mark, and two arms, the tubes and arms together forming in shape an elongated diamond. The central and largest cantilever rests on Inchgarvie—an islet in the centre of the Firth—and measures 1,630 feet from end to end; the other two are each 1,510 feet long. Between the cantilevers are two connecting girders, each 360 in length, while the two end ones are connected with the shore by ordinary viaducts of stone piers supporting steel girders, and by a number of round-headed granite arches.

The floor of the railway between the "approach" viaducts is laid on the longitudinal axis of the cantilevers, 160 feet above high-water mark. This long girder-line presents a light and elegant appearance, and the tubes that form the lowest members of the cantilever arms not being attached to one another in a straight line give each span when seen from a distance the look of an arch.

The total length of the bridge, including the approach viaducts, is 1 mile 1,005 yards; the spans north and south of Inchgarvie are each 1,710 feet—the widest in the world; the cost has been about 3,200,000*l.*, and the time occupied in construction seven years.

The Bridge is the joint property of the North British, North Eastern, Midland, and Great Northern Cos. It was designed by Sir John Fowler and Sir Benjamin Baker, and constructed by Sir William Arrol.





Edinburgh and The Highlands.

* The **Forth Bridge** has shortened the distance from Edinburgh to Perth and Inverness by 20 miles, and from Edinburgh to Aberdeen by 28½. It has also established an alternative route to Stirling by Dunfermline, which, though somewhat longer than the one by Linlithgow, is interesting, as affording passengers an opportunity of inspecting the Bridge and Dunfermline on the way.

The Forth Bridge routes are in the hands of the North British Company, and form the continuation of the East-coast and Midland routes from England. The Linlithgow route by Stirling is used by both the North British and Caledonian as far as Stirling, beyond which it is exclusively Caledonian, and worked in connection with the West-coast route from England.

The Caledonian Station ("Princes Street") is at the East end, the North British ("Waverley") at the West end of Princes Street. The latter Company has also a station at Haymarket, half-a-mile beyond the West end of Princes Street. Both Companies run through to Perth, Aberdeen and Inverness.

For the **Forth Bridge** see p. 44. Dunfermline, p. 42. These are the only notable places on the Forth Bridge route, for which, as far as Dunfermline, see p. 76. At **Alloa** (33½ m.) it joins the Stirling and Kinross route (p. 63).

Edinburgh and Stirling to the Trossachs, Loch Lomond and Glasgow. (*Maps opp. pp. 5, 64, 49, and 197.*)

Edinburgh to Stirling (*via* Linlithgow from Princes Street or Waverley Station), 36 m.; (*via* Forth Bridge from Waverley only), 40; Hence—

(a) From Princes Street or Waverley:—Stirling to Callander (rail) 16 m.; Trossachs Hotel, 24; Steamer Pier, 25½; Stronachlachar (steamer), 32; Inversnaid (coach), 37; Balloch (steamer), 55.

(b) From Waverley only:—Stirling to Aberfoyle (rail), 21½ m.; Trossachs, 28; Steamer Pier, 29½, etc. see (a).

Tourists' Tickets, available during the season, are issued for the round by either of these routes at the following *inclusive* rates.

		s.	d.		s.	d.
From Edinburgh to Glasgow only	1st Class	21	2	3rd Class	17	0
" " to Edinburgh	"	26	2	"	19	6

Available for Cabin and outside of coach.

* There are countless Circular Tours, of which these routes form a part, given in the Tourist Programmes of the Caledonian and North British Companies.

Both these routes have great attractions. The old-established one by Callander, which we first describe, affords a fine peep up the Pass of Leny soon after leaving Callander, and a lovely front-view as the road descends to Loch Achray and the Trossachs; while the new one commands the fairest parts of the Rob Roy country in winding up from Aberfoyle, and a glorious all-round prospect in making the corresponding descent to the Trossachs.

To reach Glasgow, or accomplish the whole round in a day, tourists must leave Edinburgh very early in the morning, or at breakfast time. In the former case they may spend two or three hours at whatever stopping-place on the road they may select; in the latter they have only a fixed time for a meal—probably at the Trossachs, and half-an-hour or so at Inversnaid. Those who do not leave till the midday train, cannot proceed beyond Inversnaid.

Glasgow, being much nearer than Edinburgh to Aberfoyle, will be our starting-point for (b). See p. 55.

The Highland country is reached by these routes at Callander (a), and Aberfoyle (b).

The Route. *Edinburgh to Stirling.* From Waverley Station the line passes through two tunnels separated by the Gardens, with the Castle towering above them, to (1 m.) *Raymarket Station*, beyond which, on the right, is the many-turreted Donaldson Hospital. Then the Caledonian route from Princes Street comes in on the left, and the trains of both companies run over the same line to Stirling. Corstorphine Hill, crowned by a tower, rises on the right, and at Saughton (*late* Corstorphine) Station ($3\frac{1}{2}$ m.) the Forth Bridge lines branch off. The graceful outline of the Pentlands may be remarked on the left.

Beyond *Ratho Junc.* (8 m.)—cantilevers of Forth Bridge seen (right)—the line crosses the Almond by a fine viaduct, and enters a long cutting, the only break in which shows the ruins of *Niddry Castle* close at hand on the right. Here Queen Mary passed the first night after her escape from Loch Leven. Then comes a short tunnel, *Winchburgh Station*, and the junction with the Forth Bridge and Glasgow route. Two obelisks appear on the right. The second, on the higher hill, is in memory of General Hope, a victim of the Indian Mutiny. Then (18 m.) we reach **Linlithgow**, whose palace-walls, somewhat square and heavy-looking, are seen on the right, as well as the adjoining church, with a tower somewhat like the "Legs of man." The town has many historical associations. In its castle Queen Mary was born; in its church James IV. was forewarned by an apparition of the disasters of Flodden; in its streets the Regent Murray was shot; in its suburbs Edward I. had two of his ribs broken by his horse the night before the battle of Falkirk; and, lastly, on its lake an ex-Chancellor of the Exchequer, bent on economy, issued strict orders that the royal swans should be "kept down to a dozen"—*ex lacu lucellum*!

Linlithgow (*Star & Garter*, close to station; *St. Michael's*, B. & A., 3s. 6d. *Pop.*, 4,250) has only its palace and old church to keep us. These are close together, 5—6 minutes from the station. On the way, just where you turn up to the right, is an elaborate fountain, erected in 1807 in imitation of the old "Cross Well" of Linlithgow. **St. Michael's Church**, just outside the palace, has striking features. It is Gothic of various ages. The plain battlemented tower was once surmounted by a crown spire like St. Giles', at Edinburgh. The porch with a bay chamber above it is graceful, and the flamboyant window of the south transept very bold. The east window is Perpendicular, and has had costly painted glass inserted. The vacant niches display beautiful tracery. The building is being restored (1895) and the interior has been opened up.

The *Palace Grounds* are entered by a gateway surmounted by the Arms of Scotland, England, Germany and France, framed by the Orders of the Thistle, the Garter, the Golden Fleece and St. Michael, forming the four Orders bestowed on James V.

The **Palace** itself (*Open*, 10—5; *Fee*, optional; *Custodian's house*, left on entering) is externally a cumbersome building with little to attract the eye. Its oldest parts, the east and west sides, were built in the 15th century; the newest, the north side, in 1620. The original entrance was by a drawbridge on the east, where is still an archway surmounted by the Royal Arms. Here, too, are three towers, fragmentary remains of an older castle.

On entering by the present doorway on the south side we have the *Guard Room*, in which the Regent Murray died, on the right. In the centre of the quadrangle is a *fountain*, erected by James V., of which that in front of Holyrood is a copy. The niches over the east doorway were filled by representatives of the three estates, — the Pope, a Knight, and a Labouring Man. To this entrance we cross and inspect the *old* and *new kitchens*, with a fireplace as big as a railway arch. On this side, too, is the *Parliament Hall*, 100 feet long, with a noteworthy chimney-piece restored. It had a minstrel's gallery, and a long passage by the side of it leads to the *Chapel*, which has five round windows. From it we pass to the chamber in which Queen Mary was born—a great contrast in point of size to that which witnessed her son's birth in Edinburgh Castle. A spiral staircase (the best we remember in such places) at the N.W. corner leads up to *Queen Margaret's Bower*, the most perfect little room in the palace, square within, hexagonal without. There is a fine look-out from it, and here the queen is fabled to have watched for the return of her husband, James IV., from Flodden. A number of other apartments,—dungeon, secret staircase, torture chamber, &c.,—are duly described by the custodian.

As we quit Linlithgow the view back over the town is very picturesque. Then we come to the busy junctions of *Polmont* (22 m.)—for Glasgow,—and *Larbert* (28½), where the west-coast route from the south converges. Between them is the historic town of **Falkirk** (*Crown*, c.t.; B. & A., 3s. 3d.; *Royal*, *Red Lion*; station, *Grahamston*. Pop., 30,000), and a view over Grange-mouth and the Forth is obtained just where the Forth and Clyde Canal commences. A cemetery is passed, whose light memorial stones should suggest to the many who measure respect for the dead by the number of cubic feet of marble and granite with which they can load their remains, that it is possible to introduce good taste even in a burial-ground. The scenery about here is marred by ironworks. The Carron ones, visible on the right, are the first ever erected in Scotland on a large scale.

Beyond Larbert the Ochil Hills become a strong feature on the right, and, as we near **Bannockburn** (34 m.), the battlefield of which is out of sight on the left, the Wallace Monument, far too big for the woody crag on which it is placed, and the town of Stirling come into view in the right front over the rich strath of the Forth. Two miles further we enter the busy station of **Stirling**. For the Field of Bannockburn, see p. 62.

A description of Stirling and of the routes for which it forms the most appropriate starting-place, commences on page 60.

Three miles beyond Stirling we pass the **Bridge of Allan** (*Philps' Royal* (good; B. & A., 4s.), *Queen's*; large *Hydro*'), one of the favourite inland watering-place of Scotland. It owes its popularity greatly to the *Airthrey Mineral Springs*; but apart from them, its beautiful and convenient situation on a strath bordered by woody hills, rapidly developing into mountains, makes it a very attractive sojourning place; and those who wish to devote some time to this border-line of the Highlands may find it a more enjoyable headquarters than Stirling. The two are connected by tram.

The **Wallace Monument** (*Adm.* 2d.) is half-way between Bridge of Allan and Stirling, ½ m. from the tram-course. It commands a view similar to that from Stirling Castle. A statue of the hero has lately been added. Hard by is **Causewayhead Station** (*Fare by tram*, 2d.), whence visitors to Dollar, Rumbling Bridge, &c. (see p. 63) may start without going into Stirling.

At **Dunblane** (*Stirling Arms*, small; c.t.; B. & A., 3s. 6d.; fine *Hydro'*), two miles north of the Bridge of Allan, the Callander railway branches off to the left. The *Cathedral* here, visible from the railway, will induce many visitors to halt and examine its beauties. It is from 6 to 8 centuries old, the tower Norman, and the rest Early English. The nave, formerly roofless, was restored in 1893. Note the west window and the clerestory arcade; also the little oval window, the new screen and pulpit, the old stalls, the oak waggon-roof and a Runic Stone. A few miles to the right of Dunblane is the field of *Sheriff Muir*, where the Earl of Mar fought an indecisive battle on behalf of the Old Pretender against the Duke of Argyll.

Three miles beyond Dunblane is **Doune**, noticeable for its old and strongly built *Castle*, which is seen to the left of the railway. The royal family of Scotland were much given to "gadding about," at one time from choice, at another from necessity, and the tourist will soon get used to finding it associated with most of the ruined structures with whose history it is his stern duty to make himself acquainted. Several queens, we are told, resided here—among them, of course, the ubiquitous Queen Mary. The building is a noteworthy example of the mural solidity which furnished our forefathers with a safe home for themselves, and a hopeless prison for their enemies. It has towers and dungeons, winding staircases and bastions, and "machicolations," i.e., holes through which the besieged poured molten lead on the besiegers.

For the remaining 8 miles we have the sylvan valley of the Teith on the left, and, after one peep at the stream, we see Ben Ledi rearing his lofty head on the left front.

Callander. Hotels:—*Dreadnought* (first-class), close to the station; *Ancaster Arms*, B. & A., 3s. 6d.; a few yards up the street to the left. *Caledonian Temp.* (good-class). *First-class Hydro'* in extensive grounds across the river. Callander is a plain-looking village, consisting of one long street. It has no great attraction in itself, but is a good halting-place, specially important as the point whence two of the most favourite routes through the Highlands diverge—the railway-route to Oban, and the coach-route to the Trossachs.

For the Pass of Leny and the rail to Oban, see p. 65.

There are three things to be done at Callander, all well worthy of the time spent upon them: (1) to walk through the Pass of Leny to Strathyre ($8\frac{1}{2}$ m.), returning by train; (2) to ascend Ben Ledi, and (3) to visit the Bracklinn Falls. The first of these excursions forms part of the Oban route, and should certainly be made a special one by those who do not in another part of their tour pursue the railway Obanwards. They should, if possible, extend the walk to Lochearnhead and Balquhider. Ben Ledi is an easy ascent, and the view from the top possesses that charm of variety which is peculiar to the frontier heights of a mountainous region.— See p. 309.

There is a good view from **Lady Willoughby's Craig**, $\frac{1}{2}$ m. from station, and reached by crossing the bridge there.





To Bracklinn ("The speckled pool") **Falls.** $1\frac{1}{2}$ m. road and footpath. These falls do not rank amongst the most beautiful scenes of their kind, but they are of sufficient interest to repay the tourist for the hour or two's exertion required to see them.

Turn to the left near the east-end of the village, almost half-a-mile from the railway station. Cross the railway by a bridge, and then follow the road which winds up the hill through gorse and bracken for about a third-of-a-mile, till a footpath strikes off to the right beyond a wood. This path leads directly to the linn, reaching it at a point where the rocks on either side approach nearest to one another. Here the stream is spanned by a foot-bridge. There is no one particular fall. The water tumbles over a succession of huge rectangular sand-stone blocks, which form a kind of natural staircase. The colour is rich, and greatly enhanced by the variety of mountain-ash, oak, and other trees which festoon the chasm. The strata are mostly vertical.

Main Route continued. One mile beyond Callander, at the old *Kilmahoy Toll*, the Trossachs road leaves the main road and the entrance to the Pass of Leny, turning sharp to the left and crossing the river and railway.

A rather shorter, and—in dusty weather—much pleasanter route from Callander is by the opposite side of the river. Cross it by the old bridge in the middle of the village, and take a footpath which descends at once by the side of the bridge and crosses one or two fields, passing close to the meeting of the Leny and the Teith, between which is a picturesque old graveyard. This path enters a pleasant road in a wood close by the rebuilt Hydro. Turn to the right about a mile further, and crossing the Teith by a stone bridge, you will enter the regular coach-road in a few hundred yards.

The first part of the route to the Trossachs from Callander owes more of its interest to Sir Walter Scott than to its own merits. Almost every house on the way is associated with the famous hunt described in "The Lady of the Lake." Immediately after crossing the railway we have the farm-house of *Bochastle* on the left. Here the pace began to tell with a vengeance; the "tailing" had already commenced at *Cambusmore* on the other side of Callander:—

"Twere long to tell what steeds gave o'er,
As swept the hunt through *Cambusmore*;
What reins were tighten'd in despair,
When rose Ben Ledi's ridge in air;
Who flagg'd upon *Bochastle's* heath,
Who shunn'd to stem the flooded Teith."

At the foot of *Loch Vennachar* is, or rather was, *Coilantogle Ford*, where *Roderick Dhu* flung down his gage to *Fitz James*:—

"See here all vantageless I stand,
Arm'd, like thyself, with single brand;
For this is *Coilantogle Ford*,
And thou must keep thee with thy sword."

Had the "Black" *Roderick* lived now, he would probably have chosen another spot for the dramatic episode herein described. Otherwise, his historian would have had to substitute for "*Coilantogle Ford*" "the great sluice of the *Glasgow Waterworks*," and to give this a poetic ring would have puzzled even such an eminent word-painter as Sir Walter Scott. The sluice, however, terrible dissipater of romance as it is, has its advantage; it keeps back the water in and above *Loch Vennachar* against a drought.

The peculiar colour-charm which is more conspicuous in Perthshire than in any other Scottish county, is nowhere more so than around Callander. Not only are the hill-sides all aglow with the light purple of the ling, but also the rocks, and consequently the roads, are deeply tinged with the same hue. The members of the "Hunt" did not, after all, see the scenery at its best:—

"The heather *black* that waved so high,
It held the copse in rivalry,"

is but a sorry substitute for the same plant in full bloom. Yet the description is a true one, as everybody familiar with the moors of Scotland or of the Peak of Derbyshire, *out* of the flowering season, well knows.

Loch Vennachar (the "Lake of the Fair Valley") is pleasing without having any striking features. There is a good road along both sides of it. It is four miles long, and from $\frac{1}{2}$ to $\frac{3}{4}$ mile wide. Ben Ledi descends gradually to its northern shores, and the smaller range of the Menteith Hills to its southern. After leaving its side, we get on to higher ground, and presently a charming view over Loch Achray to the Trossachs and Ben Venue breaks upon the eye. (Just here, where the fence recedes on the left, pedestrians should turn aside in that direction till they get a little bridge in the foreground.) Then comes a short descent to *Dun-craggan*.

A small house of entertainment there used to be near here, kept by the famous Mrs. Ferguson, who weighed some 26 stone, and with whom it was looked upon as a solemn duty on the part of the passing tourist to partake of a "*nup*." It was a sore tax on the resources of the railway company when they were called upon to convey the worthy old lady to Edinburgh, which she periodically visited. She travelled in the luggage-van.

From "*Duncraggan's huts*," a rough road strikes to the right up *Glen Finlas*, by which the pedestrian may in 10 miles reach *Balquhiddier* at the east end of Loch Voil, climbing to a height of 1,400 feet, and descending by *Glen Buckie*. After wet weather there is rather a formidable stream to be waded across, about $2\frac{1}{2}$ miles short of Balquhiddier. There is little or no track between the farmhouse of *Achnahard*, about $1\frac{1}{2}$ miles up the glen, and that of *Bailemore*, 2 miles short of Balquhiddier. The intervening distance is about 6 miles, and will take from 2 to 3 hours.

We now cross the famous **Brig of Turk**. Here, as every reader of the "Chase" in the "Lady of the Lake" knows, there was only one in it: "the foremost horseman rode alone," and his onward route was a very different one from the carriage-road along which the tourist now careers. Then

"Up the margin of the lake
Between the precipice and brake,
O'er stock and rock their race they take,"

"they" being the solitary hunter and his "two dogs of black St. Hubert's breed, unmatched for courage, breath and speed." The present "brig" has no beauty to boast of.

Loch Achray, whose side the road now skirts, is one of the most charming little lakes in Scotland, when seen from its eastern end. The wood, however, through which the road passes, greatly obstructs the view. At its head commences that unrivalled mingling of purple crag, silver-grey birch, oak-copse, and green herbage which we call the *Trossachs* (the "bristly country"). Ben Venue rising directly behind it, broken rugged, and precipitous, adds a grandeur to the scene far greater than its actual height (2,393 ft.) would lead one to anticipate. It is, perhaps, the glossiest mountain in Scotland, rivalling in this respect, and even surpassing in richness of colour, the fells of the Coniston and Langdale portion of English Lakeland. Ben Venue is as different from the ordinary run of Scotch mountains as velvet is from calico.

At a bend of the road along the lake-side there is a fine point of view, from which Turner took one of his pictures, and a little further we reach the **Trossachs Hotel**. For many years the Gaelic name for this house, *Ardcheanacrochan* ("the height at the head of the knoll"), manfully held its own over the doorway against the usurping "Trossachs," but alas! like the Welsh *Pont-rhydfendigaed*, which, when the railway was opened, no English porter could be found able to pronounce, and no Welsh one to render intelligible, it has at length succumbed, its memory alone serving as an indication of the unrivalled lingual powers of the Celtic race. The building has "extinguisher" turrets, designed to be in keeping with its natural surroundings. The hotel is a first-class one, and contains a Post and Tel. Office. Address --*viu* Callander, N.B. Wire "Trossachs." *Public Luncheon*, 2s. 6d.

There are three pleasant **Circular Strolls** from the Trossachs Hotel through the Trossachs:—

(1.) To the **Sluices**, at the foot of **Loch Katrine**, and back by the **Pass of Achray** ($3\frac{1}{2}$ m.). Proceed along the main road for nearly a mile, and 70 paces beyond the 9th milestone from Callander take a path to the left. Where the ground is boggy there are stepping-stones. In $1\frac{1}{4}$ miles this path reaches the sluices, after crossing which (a) you return by a path to Loch Achray Farm, on the Aberfoyle road, $\frac{3}{4}$ mile from the hotel; or (b), taking a path to the right you at once cross a foot-bridge and, turning up the hollow, join the path from Loch Achray Farm to the **Pass of Beallach-na-bo**, which is seen strewn with boulders, and here and there a stunted tree, high up to the right. After a pleasant up-and-down walk of a mile or so, the stiff ascent begins. From the top, by climbing the little knolls on the right, you get a lovely view of Loch Katrine, with Ellen's Isle just below, the Trossachs, Ben A'n opposite, Lochs Achray and Vennachar, and a host of mountains. The whole walk will take 3 hours.

Beallach-na-bo ("Pass of the Cattle") is so called from the fact that the "Caterans," or cattle-reivers, are supposed to have used it as a pass through which to drive their stolen flocks and herds.

(2.) By the **Old Trossachs** track, where Fitz James lost his gallant grey, to **Loch Katrine**, and back by the present road, $3\frac{1}{4}$ m. Old track very sloppy after rain. Quit the main road $\frac{1}{4}$ mile beyond the hotel, opposite the divergence of the Aberfoyle road. After a good mile of up-and-down through woods you enter the road along the north side of Loch Katrine, by the side of a burn, $\frac{1}{4}$ mile beyond the steamer-pier, whence it is $1\frac{1}{4}$ miles back to the hotel.

* * * From either of the above walks you may explore the Trossachs to your heart's content.

(3.) **Round Loch Achray**, re-entering main road just beyond the Brig of Ture, 1 m. (see map).

The following climbing excursions are also fully worth the time and exertion required by them:—

(1.) **Strone Armalie** (1,149 ft.), a commanding view-point just behind the hotel, 1 hr. up-and-down. Go up the grounds on the east side of the hotel and pass to the right of an iron out-house; then straight up.

(2.) **Ben A'n** (abt. 1,750 ft., an hour's brisk walk to the top; splendid view). Cross the beck behind the hotel; follow up the stream for 2 minutes or so, and then bear to the left by a narrow path which soon begins to wind up steeply amongst the crags above the woods. The cone of the mountain soon appears ahead. When past the crags, bear right to the ridge, and follow its ups-and-downs until you get almost under the summit, which is gained by making a détour to the right round a gully. The view includes Loch Katrine, the Trossachs, and the surrounding mountains.

A descent may be made in the direction of the length of the loch, through at first deep heather, crossing two small burns, and dropping steeply into the north-shore road of Loch Katrine a little beyond the point at which it is opposite Ellen's Isle. Hence back to the hotel either by the present road, or the old Trossachs track (see above), entered $\frac{1}{4}$ mile short of the steamer-pier, $2\frac{1}{2}$ m. N.B.—In descending be careful to avoid the crags on the left.

(3.) **Ben Venue** (2,393 ft.; 4 to 5 hrs. up and down a circular walk). Either (a) take the *Path of the Sluices* to the top of *Beallach-na-bo* (p. 51), and thence follow a faint track that bears up the left towards the ridge; or (b), taking the reverse way, ascend by the ridge from Loch Achray House. The walking is up-and-down and rough, but the view of the three lochs and the fertile plain of the Forth beyond is very fine.

Trossachs Hotel to Aberfoyle, 7 m.; see p. 57. Dangerous cycling.

From the Trossachs Hotel to the **Steamboat Pier** the road passes through the heart of the **Trossachs**. The distance is about a mile, and the country traversed is a rich copse-wood dingle, which admits of little distant view except the peak of *Ben A'n*, whose rocky crest rises to a height of 1,500 feet on the north. The pier and its surroundings are the very essence of rustic beauty:—

“A narrow inlet, still and deep,
Affording scarce such breadth of brim
As served the wild ducks' brood to swim.”

So abruptly do the purple crags rise out of the water, and so closely do the trees—birch, hazel, dwarf-oak and others, that love to burrow their roots through the rocky chinks—grow to their edges, that even under a noontide sun deep shadows are cast on the still waters of the land-locked bay.

Row-boats may be hired at the pier. Charges:—*By the hour*, 1s. 6d., 1 hr.; 2s. 6d., 2 hrs.; 3s. 6d., 3 hrs.; 5s., *whole day*; *more than 4 persons*, 6d. *each per hour*.

The road itself, gradually degenerating into a cart-track, is continued along the northern shore of the lake, passing *Ellen's Isle* and the *Silver Strand*, the latter a mile beyond the pier. So far the tourist should certainly stroll. The entire route (about 8 miles in length, and not to be recommended except in an emergency) takes the pedestrian to the farmstead of *Portnellan*, about a mile beyond that part of the lake which is opposite the *Stronachlachar* Hotel. There a boat may be hired to *Stronachlachar*, or possibly one may be hailed opposite that hostelry. The lake is half-a-mile wide at that point, and to raise a smoke is a recognised signal. The walk admits of a fine view of *Ben Venue*, but otherwise nothing can be seen to greater advantage than from the steamer. Near the *Silver Strand* the tourist will notice the disastrous effect on timber which an artificial raising of the level of a lake, though it be only one of 7 feet, can produce. **Cyclists** must take steamer up Loch Katrine.

The steamer usually passes to the right of **Ellen's Isle**, on the beach of which the "blighted tree," against which the Harper reclined, is still pointed out. For beauty of outline and delicacy of foliage—mainly birch—this island is certainly unsurpassed. Opposite is the **Silver Strand**, a promontory which has been made an island by the raising of the water. The *Goblin's Cave* (*Coir nan-Uriskin*) and, above it, *Beal-nam-bo*, "Pass of the Cattle" (p. 51) are seen well up the slope of Ben Venue. The mountain ahead, as we look up the lake, is *Stob-a-Choin*.

Scott's description still needs no substitute:—

" High on the south, huge Ben Venue
Down on the lake in masses threw
Crags, knolls and mounds confusedly hurl'd
The fragments of an earlier world :
A wildering forest feather'd o'er
His ruin'd side and summit hoar,
While on the north, thro' middle air,
Ben A'an heaved high his summit bare."

The "wildering forest" no longer reaches (if it ever did reach) the summit of Ben Venue, and the epithet "huge," as applied to the mountain, is only appropriate to it as seen from this part. In actual height it is nearly a thousand feet lower than Ben Lomond and other towering peaks around. The Gaelic spelling, we are told, is *Beinn-mheadhon-mhonaidh* (!), signifying the "middle mountain," and Gaelic scholars tell us that we pronounce it as it is spelt. (See *Introduction*, p. xviii.)

Loch Katrine is called by Scott "Loch Cateran," or the lake of the "robbers;" and the name, though less pleasing to the southern ear, is supported by others of similar import in the neighbourhood, *Beallach-nam-bo* (p. 51) to wit.* If the tourist can throw himself back to the time when there was no road from Stronachlachar to Inversnaid, and "no mode of issuing from the Trossachs except by a sort of ladder composed of the branches of roots and trees," while of houses of entertainment the nearest and best was the clachan of Aberfoyle, he will realise the probable appropriateness of the name. The lake is 8 miles long and, on an average, $\frac{3}{4}$ mile wide. The whole beauty is concentrated at the Trossachs end, the rest of it being singularly destitute of distinctive features, though it is surrounded by wild hills of considerable height. During the sail up it, Ben Lomond comes into view on the left, and, soon after, the works of the Glasgow Water Company, marked by a villa amid fir-trees, are passed on the same side. By these the level of the lake has been raised 7 feet, and even the variation caused by these means has had a disastrous effect on the timber on its immediate shores, particularly noticeable on the track to the Silver Strand. The loch has been further raised, the ultimate height contemplated being 12 feet.

The length of the aqueduct from the loch to Glasgow is 34 miles. The Thirlmere aqueduct to Manchester is $95\frac{3}{4}$ miles long; the

* The same name occurs in the Applecross district (p. 169).

Lake Vyrnwy to Liverpool 67 miles. The Rhayader to Birmingham will be $73\frac{1}{2}$ miles. The Aqua Marcia, Anio Novus, and the Aqua Claudia of ancient Rome were 57, 54, and $42\frac{1}{2}$ miles long, respectively.

At **Stronaclachar** ("the Stonemason's Point"), where the steamer stops, 2 miles short of the head of the lake, there is a comfortable hotel, and coaches are in waiting to convey the passengers through Glen Arklet to Inversnaid, a distance of 5 miles. Pedestrians may give their legs a stretch, as there is generally nearly two hours between the arrival at Stronaclachar and the departure from Inversnaid. Loch Katrine being 364 feet above the sea, and the highest part of Glen Arklet scarcely 500, the climb is very slight, but on the other side there is a sharp descent to Loch Lomond, which is only 23 feet above the sea. On the way there is nothing of interest till the steep part of the descent to Loch Lomond commences, whence the view across the water and up the Inveruglas glen, with Ben Ime at its head, is very charming. Half-a-mile from Stronaclachar the little-used road from Aberfoyle strikes in on the left, beyond which comes *Loch Arklet*, a dreary sheet of water.

At **Inversnaid** there is a large and good hotel. Descend to it by a path leading to the *Waterfalls*.

For the head of **Loch Lomond** and northwards, see p. 201, where also is a full description of the rest of the present route, as far as Glasgow, the reverse way. We shall in this place, therefore, confine ourselves to its material points.

Tarbet (*first-class hotel; light luncheon, 1s. 6d.*) is 3 miles south of Inversnaid, and the first stopping-place. For the road hence to Inveraray by Glencroe, see p. 200. For rail to Oban, Fort William, &c., see p. 191 ("West Highland").

The peak of Ben Lomond from here has the appearance of a pyramid, rising above a bulwark of the same mountain which runs parallel with the lake some way south, and is the "*Craig Roy-ston*," of Scott. In "*Rob Roy*," the hero descending upon Inversnaid thus describes the lake:—"We emerged from a pass in the hills and Loch Lomond opened before us . . . This noble lake, boasting innumerable beautiful islands, of every varying form and outline which fancy can frame—its northern extremity narrowing till it is lost among dusky and retreating mountains—while, gradually widening as it extends to the southward, it spreads its base around the indentures and promontories of a fair and fertile land, affords one of the most surprising, beautiful, and sublime spectacles in nature."

Rowardennan (*hotel*) is $4\frac{1}{2}$ miles south of Tarbet, and the best place for commencing the ascent of Ben Lomond (see p. 306). Hence to **Luss** (*hotel, p. 199*), on the other side of the loch is another 3 miles. From Luss the steamer either strikes due south to Balloch, or recrosses the lake along the northern end of its principal islands—last and fairest of them the richly wooded

Inch Cailloch—to *Balmaha*. Between *Balmaha* and *Balloch* are obtained the best views of the loch presented from its surface. At **Balloch** the train is in waiting alongside the pier. It divides at *Dumbarton* (6 m.), one portion proceeding to the *N. B. (Queen-st. Low Level)* station at *Glasgow*, the other to the *Central Low Level (Cal.)*. The rock and castle of *Dumbarton* are passed on the right, after which both lines skirt for some distance the northern shore of the *Clyde*, leaving it at *Bowling*, and reaching either low-level station at *Glasgow*, by a succession of tunnels.

For a full description of **Loch Lomond**, see p. 198.

The Aberfoyle Route.

Stirling or Glasgow to Aberfoyle and the Trossachs.

Stirling to Port of Menteith, 13 m.; *Buchlyvie Junction*, 15½.

Glasgow to Buchlyvie Junction, 28 m.; *Aberfoyle*, 34; *Loch Katrine Pier (coach)*, 42.

This route, opened up some years ago by the completion of the road between *Aberfoyle* and the *Trossachs*, is a very beautiful one and, in conjunction with the *Callander* route, adds the charm of variety in planning routes through the *Trossachs*. For those who are visiting *Stirling* on another occasion this is undoubtedly the best way of approaching the *Trossachs* from *Glasgow*, supposing the return to be made by *Loch Katrine* and *Loch Lomond*. Tourist Tickets, valid the whole season, are issued for the round, from and to *Glasgow*; 1st Cl., 18s. 11d.; 3rd, 15s. 10d. (cabin and outside of coach). For other tours in which this forms a part, see "*North British Tourist Programme*."

The route from *Edinburgh* to *Stirling* has been described on page 45. Between *Stirling* and *Buchlyvie* a divergence may be made to the *Lake of Menteith*, which, though but a faint star in the *Highland* galaxy, is interesting from its historical associations and its picturesque islands. The nearest station is *Port of Menteith*, 4 miles away, and, as there is no inn there, carriages must be written for to *Port of Menteith Hotel*, a pleasant little hotel close to the lake.

(1.) **From Stirling.** The railway diverges from the main line at once and passes round the north side of the *Castle*, keeping the many windings of the *Forth*, which it repeatedly touches but never crosses, on the north side. Over a wide and dull strath the peaks of *Ben Vorlich*, *Ben Ledi*, *Ben Venue*, and *Ben Lomond* appear in the order named from east to west. On the south, the *Gargunnoch* and *Fintry Hills* rise to a height of 1,600 feet. In 13 miles we reach *Port of Menteith Station*.

Port of Menteith to Aberfoyle, by road. *Lake of Menteith*, 4 m.; *Aberfoyle*, 9 m.

From *Port of Menteith Station* take the road leading due north, and shortly crossing the *Forth*, beyond which are the house and park of *Cardross* on the right. In about 3 miles the *Lake of Menteith* ("*Moor of the Teith*") is reached just where its waters issue from it through a pleasant little woody glade. The

road then skirts its eastern shore to the *Hotel*, opposite to which is a new and elegant church.

The **Lake of Menteith**, from 1 to $1\frac{1}{2}$ miles across in every direction, rests between picturesque but almost level banks, and owes its chief interest to its islands. They may be visited in a boat at a charge of 2s. 6d. The largest is *Inch-ma-home*, the "Isle of Rest." It contains the ruins of a priory of Early English date. Here David II. was married to his second wife in 1363, and here, nearly two centuries later, the Princess Mary had her first experience of that nomad life during which she was made acquainted with the interiors of so many baronial and religious abodes in all parts of the country. Here, waited on by her four happier namesakes, she played in her summer-house, and tended her favourite hawthorn tree. *Queen Mary's Bower* is still shown on the south-east shore of the island, which, by the way, has some fine chestnut trees on it.

A second and much smaller island is called *Tulla*, and contains the ruins of a fortress once occupied by the Earls of Menteith. It is thickly overgrown with trees and brushwood.

From Port of Menteith the road turns westward and crosses a rough moor beyond which the mountains, with the double-crested Ben Lomond as their monarch, become more and more prominent. The rest of the way is dull.

Two-and-a-half miles beyond Port of Menteith station the Aberfoyle branch goes off on the right. **Buchlyvie Junction** is a quarter of a mile further, and the village (Inn: *Red Lion*) $\frac{3}{4}$ mile south-east of the station. *For the rest of the route see below.*

(2.) **Glasgow (Queen Street) to Buchlyvie and Aberfoyle.** From the station the train is drawn up the long tunnel to *Cowlairs*, whence it proceeds along the main (Edinburgh) line to *Lenzie Junction* ($6\frac{1}{2}$ m.). Here we turn north and, a couple of miles further, approach the foot of the Campsie Fells at the pleasant-looking little town of *Kirkintilloch*. Beyond this come *Milltown* and *Lennoxton*—both busy with print and other works—and then we fairly enter the green Campsie glen about *Campsie Glen Station* ($12\frac{1}{2}$ m.). Winding through it we see on the right the pretty fall of *Craigie Linn*, and then, after passing *Strathblane*, the hills on the right are marked by a curiously regular semi-circular depression. About *Killearn* (20 m.; 2 stations, $1\frac{1}{4}$ m. apart) the valley opens out and the hills round the basin of Loch Lomond come into view. Then, at Gartness, after crossing the Endrick water, which flows from the Fintry Fells into Loch Lomond, the older line from Balloch to Stirling is joined. *Balfron* (24 m.) is the next station, and close to it, the pipes which carry the water from Loch Katrine to Glasgow span the line.

Between Balfron and Buchlyvie ($28\frac{1}{2}$ m.) many of the chief peaks of the South Highlands come into view. Ben Lomond with its sharp peak in the north-east; then Ben Venue, just to the left of the twin cones of Ben More, to the right of which are Ben Ledi and, still further away, the Loch Earn Ben Vorlich.

Buchlyvie to Aberfoyle, 6 m. The Aberfoyle branch strikes northward about $\frac{1}{4}$ mile on the Stirling side of Buchlyvie. For two miles the country even now almost realises the description of it given by the hero of *Rob Roy* :—

"Huge continuous heaths spread before, behind, and around in hopeless barrenness, now level and interspersed with swamps, green with treacherous verdure, or sable with turf, and now swelling into huge, heavy ascents, which wanted the dignity and form of hills, while they were still more toilsome to the passenger; neither trees nor bushes to relieve the eye from the russet livery of absolute sterility. The very heath was of that stunted, imperfect kind, which has little or no flower, and affords the coarsest and meanest covering which Mother Earth is ever arrayed in."

When, however, the Forth is reached, trees (mostly fir) and cultivation re-appear. On the left of the line stands Gartmore House, and beyond it are wooded knolls. Here, too, Scott's description still holds so good that we cannot forbear quoting it. The Bailie, Frank Osbaldistone and his trusty retainer, Andrew, reach "a beautiful eminence, clothed with copse-wood of hazels, mountain-ash and dwarf oak. 'That's the Forth,' reverentially ejaculated the Bailie. 'Umph!' replied Andrew, 'an he'd said that's the public-house, it wad hae been mair to the purpose.'" The public-house referred to was the "Clachan of **Aberfoil**," or rather the chief establishment of the "Clachan" (village). For a description of it, and the kind of accommodation afforded by it to travellers—the rest of the clachan was in "a far worse condition"—we have not space to quote further the graphic pages of *Rob Roy*. The only present relic of the scene there described is a coulter, fastened to a tree opposite the **Aberfoyle**—"Bailie Nicol Jarvie"—**Hotel**—a good and comfortable house, 300 yards from the station—and which is said to be the veritable weapon with which the Bailie set fire to the quarrelsome Highlander's plaid. *Aberfoyle to Inversnaid*, p. 58.

A few stones are all that is left to mark the site of the original **clachan**. They are on the road S. from the hotel about half a mile beyond the bridge.

Aberfoyle to the Trossachs, by road,* 7 m. Attacking the hill at once from the east side of the hotel, the new road breaks the steepness by a series of graceful curves, from more than one point on which there is a very pretty view westward up the green valley in which lies Loch Ard, scarcely visible, to the abrupt slope of Ben Lomond, which hence shows a triple peak. Below, on the right, is the old cart-track. Before passing some slate-quarries, $2\frac{1}{2}$ miles from Aberfoyle, the two routes unite and follow for several miles almost the same course. From the quarries we bend to the right, and, as we ascend, Ben Ledi appears beyond the gap in front, which is the highest point of our route (700—800 ft.) Descending, we get a glimpse of Loch Vennachar, but the prettiest object is little **Loch Drunkie**, lying in a deep wooded basin on the right. To cross the sylvan glen, whose waters feed this lake, the road makes a V-shaped curve. Then, as we bend sharp to the left, the prospect opens up over the Trossachs. A strip of the middle of Loch Katrine is seen and a mountain background in which the chief heights are Ben Venue, Ben Lui, beyond the loch, and the twin pyramids of Stobinian and Ben More to the left of the Trossachs Hotel, which may be recognised by its two turrets. Loch Achray is not yet in sight, but before

* Cyclists are now allowed on this hilly and dangerous road.

reaching the Trossachs Hotel we skirt its western end, passing between it and the glossy slopes of Ben Venue. *For the Trossachs see p. 51.*

Aberfoyle to Inversnaid, 16 m.; or over Ben Lomond to Rowardennan, 4 to 5 hrs. Road little used; rough for cyclists.

Leaving the hotel, we pass the church on the right, and then, a good mile on our way, the small eastern expansion of Loch Ard comes into view, and the "*Pass of Aberfoyle*" is entered. There is nothing wild or terrific about the pass itself, and unless we have imagination enough to see and hear Helen Macgregor pouring forth her denunciations—and no woman, except perhaps Emilia or Meg Merrilies, ever gave vent to her feelings more effectively than the "better-half" of Rob Roy,—from one of the rocky knolls which overlook the road, we may pass it by unnoticed:—

"I am no stranger to your tender mercies; ye have left me neither name nor fame. My mother's bones will shrink aside in their grave when mine are laid beside them. Ye have left me and mine neither house nor hold, blanket nor bedding, cattle to feed us, or flocks to clothe us. Ye have taken from us all—all! The very names of our ancestors have ye taken away, and now ye come for our lives."

Soon the full expanse of **Loch Ard** opens before us, "the spacious mirror which reflects in still magnificence the high dark heathy mountains, huge grey rocks, and shaggy banks, by which it is encircled." The loch now presents an almost homely appearance. Several villas rise above the road on its northern shore; its sides are richly wooded nearly all round, and the only remnant of antiquity which art has left untouched is the shell of *Duke Murdoch's Castle*, said to have belonged to the Duke of Albany nearly five centuries ago. It is situated on a tiny islet near the south shore. Ben Lomond, rising steeply to a point beyond the head of the lake, is the strong feature. About $\frac{3}{4}$ mile beyond the jetty, where the rock goes steep down to the water, is the spot where the wretched "Morris" was chucked over into the water at the bidding of Helen Macgregor.*

A little before the end of the lake is reached a short road leads up to the *Ledard Farm*, beyond which, on the burn of the same name, are two waterfalls, about 15 and 20 feet respectively. The smaller one Scott artistically spanned with a "trembling structure," and made it the greeting-place of the self-possessed Flora MacIvor and Waverley.

Loch Ard is one of the best of the early fishing lakes.

To reach **Inversnaid** follow the carriage-road onward and upward till it descends again and joins the Inversnaid and Stronachlachar road about 4 miles from the former place and $\frac{3}{4}$ mile from the latter. The chief feature of interest on the way is **Loch Chon**, a sheet of water two miles long, its shores well draped with characteristic trees, and the western one overlooked by a precipitous mountain. Beyond it the channel by which the water of Loch Katrine is conveyed to Glasgow is crossed.

For **Rowardennan** we leave the main road at the west end of Loch Ard and, crossing the stream that connects Loch Chon with it, turn up a footpath at a farmhouse called *Blarhulachan*.

* Sir W. Lockhart, late Commander-in-Chief in India, gets his family-name from Loch Ard.

Those who wish to ascend **Ben Lomond** on their route should leave the road immediately after crossing the connecting stream of Loch Chon and Loch Ard by a badly marked track to the right. The path soon leaves the stream, and joining another proceeds with the Glen Dubh burn and loch on its left to a shed called *Comer*, whence is a steep climb joining the Rowardennan route up the mountain some distance south of the top. We do not give this description from personal experience, and we are inclined to think that the easier route is the main one which we are now describing until it joins the Rowardennan track up the mountain (*see p. 306. Also enquire at the "Bailie."*).

This path crosses the course of the Glasgow Waterworks stream, and on the top of the rise beyond becomes very vague. Looking down the slope, however, on the other side, you will see a wooden bridge crossing the *Duchray Water* close to a bend of the stream. Descend to this and cross it. Then keep the stream close on the right till it again bends away, at which point leave it and climb the hollow directly opposite you, with the burn flowing down it on your right hand. You will soon find a track along the steep slope which drops to the burn. Near the highest point, 1,500 ft., where the course of this burn, too, bears away to the right, keep straight on across the almost level moor. The lower part of Loch Lomond, with its islands, soon comes into view. Keeping well to the right of a valley that sinks to its shore on your left, you soon enter at right angles the pony-track from Rowardennan up Ben Lomond, at the foot of which is the *Rowardennan Hotel* (*p. 199*).

Stirling.

For a detailed description of Stirling and neighbourhood consult *Shearer's Historical Guides* (6d. and 1s.), published in Stirling (6 King Street). The same publishers issue a comprehensive panorama from the Castle grounds (price 6d.).

Hotels :—*Royal, Golden Lion, Station* (all good class); *M'Alpine's Temp.*, also *Laurie's Temp.*; *Mrs. Houston's County*. **Restaurants** :—*Norris's Lorne*, near the station; *M'Alpine's Temp.*, *McLachan & Son* and *J. Ralston* have dining and tea rooms specially for ladies (all good).

P.O., *Murray Place*, near the station. Open 7—9; *Sun.*, 8—10. Chief desp. abt. 6, 8.15 and 10 p.m.; *Sun.*, 4.20. Del., 7 and 11 a.m. **Tel. Off.**, 7—9; *Sun.*, 8—10. **Pop.**, 18,500. **Mkt. Day**, Thursday.

The "lions" of Stirling are the Castle, with its environs (including the Cemetery), and the grand view thence, the ancient church, Mar's Work, and Argyll's House. From the position of the town and its bridge, it was called the "Key to the Highlands." Stirling takes an important place in the scenes of Scott's "Lady of the Lake."

Seven **battlefields** may be seen from Stirling Castle, including the scenes of the victories of Wallace and Bruce, Stirling Bridge (1297) and Bannockburn (1314), near at hand.

The Castle (*Cabs from Station, 2s. 6d. and 1s. for every half-hour kept. Pensioner Guides may be had at 6d. for each visitor; engage inside the Castle only*) is situated on a precipitous volcanic rock, similar to that on which Edinburgh Castle stands, at the north-west end of the town, and about half-a-mile from the station. To reach it turn to the right (or to the left and up King Street at the end of the approach to the station), by Murray Place, then, a few yards further, to the left up Friars Street, at the end of which, looking down King Street, are the *Burgh Buildings* with a statue of Wallace; then right again up Baker Street, from

the top of which, passing on either side of the old Town House (1701), with a tower, and the Cross restored in 1891; and to the right of the Greyfriars' Church, you will pass a curiously sculptured ivied ruin called "*Mar's Work*" from its having formed part of a mansion commenced by the Earl of Mar in the 16th century. At the foot of Broad Street, passed on the right, is **Darnley's House**, with the inscription, "Nursery of James VI. and his son Prince Henry." A little further, on the right, is the *Military Hospital*, a fine old town-residence built in 1630 by Sir Wm. Alexander, poet and statesman, who founded a colony (*Nova Scotia*) at his own expense. It passed into the Argyll family ten years later, the first occupants having been the two Dukes Archibald, who were executed in Edinburgh, the latter for his participation in the Monmouth rebellion of 1685. Hence steps lead up to the *Esplanade*, in which, except the view from it, the only noteworthy thing is the *Bruce Statue*, erected in 1877. Then, crossing the drawbridge, you enter the grounds of the Castle itself. An outer enclosure or two leads to the *Lower Quadrangle*, on the left of which is the **Palace**, a grotesquely Gothic block built by James V. in the middle of the 16th century. Huge statues on curiously carved corbels stand out from the walls. Round its N.E. angle we pass into the *Upper Quadrangle*, on the east of which is the *Parliament House*, and on the north the *Chapel Royal*,—two blocks of no architectural value, now used as a *waiting-room* for visitors and decorated with old armour. A narrow passage to the left of the latter leads to the *Douglas Gardens*, whence mounting a flight of steps on the left we enter the **Douglas Room**, which was partly burnt in 1856, but has been restored. It was the scene of the murder of William, Earl of Douglas, by James II. Among the noteworthy relics contained in it are:—a pulpit and communion table of John Knox; a leathern hat of Cromwell, of a size and weight to match the boots of the same despot preserved at Farleigh Castle in Somerset; a Lochaber axe from Bannockburn; various articles of household furniture that belonged to the Stuart kings, and a drum of the Black Watch in the Peninsular War.

Hence, issuing on to the *Ramparts* which surround the other sides of the garden, we gain the famous view-point called **Queen Mary's Look-out**. From it the eye ranges over the Carse of Stirling, through which the Forth, above and below its junction with the Teith, meanders in a succession of bewildering curves from the far-off hills. Of these, Ben Lomond rises in the west: much nearer and just over a line of cottages below, Ben Ledi appears: between the two is Ben Venue, and to the right of Ben Ledi, just in sight, the peaks of Ben More (*p.* 294) and the broken summit of Ben Vorlich, comprising the peak itself and the rival one of Stuc-a-Chroin.* Over Bridge of Allan is Ben Chonzie, beyond Crieff. The Wallace Monument, out of all proportion to the frowning crag on which it stands, rises in front of the green

* The Loch Lomond Ben Vorlich may also be seen between Lomond and Venue

STIRLING



Scale of 1/4 Mile



Ochils in the north-east, in which direction the foreground is much richer than westwards. Then, due east, we have the tower of Cambuskenneth Abbey, about which the windings of the Forth are more perplexing than ever.

A fuller view southwards is obtained from the **Ladies' Look-out** in the cemetery (*see below*) entered from the S.W. corner of the upper quadrangle. In this direction, the Gillies Hill, west of Bannockburn, so called from the sudden appearance of the camp-followers on its ridge at a critical moment of the battle, may be seen from both view-points. From other parts of the ramparts we look across the plain of the Forth to Arthur's Seat at Edinburgh, just over the Alloa railway bridge, with the Pentlands to the right of it. An indicator, showing the points of interest, has been erected here.

The chief points of interest in the *history* of the Castle are the stubborn defence made by it against the victorious troops of Edward I.; its selection as a royal residence by the Stuarts, and the stabbing of the insubordinate Earl of Douglas by James II.

In returning from the Castle the tourist should visit the **Cemetery** and the old Parish Church. A flight of steps from the esplanade leads to the former. The grounds are tastefully laid out, and the abundant foliage, breaking in everywhere upon the somewhat lavish display of marble and granite, saves it from the reproach of vulgar ostentatiousness. The *Virgin Martyrs' Memorial* is a really beautiful work of art, though, unfortunately, for the sake of preservation, it requires to be covered by a glass case. It represents two sisters, Margaret and Agnes Maclachlan, who were tied to a stake and drowned by the rising tide in Wigtown Bay for their adherence to the Covenanters' cause in the fierce days of Jacobite persecution. An angel is also represented standing over them. Hard by is a large pyramid called the "Covenanter's Grave." The **Parish** (or "High") **Church** (often called the "Greyfriars" in memory of a building lower down town, which was destroyed at the Reformation), situated south of the cemetery, though in parts worthy of admiration, displays as a whole such a grotesque incongruity as to rob it of all save historic interest. The chancel is higher than the nave, and a square battlemented tower is attached to a Gothic body, thus giving the entire building the appearance of three unfinished ones welded together without any regard to symmetry or proportion. Both Mary and James VI. were crowned in it, and it contains a pulpit and chair used at the coronation of the former. The interior is now partitioned off into two separate churches. There is a small charge of 2*d.* (2*d.* extra to the tower—fine view) for admission, receivable by the custodians of

The **Guildhall** (**Cowane's Hospital**, free), a building close at hand, which contains some interesting relics—several of which, however, have been removed—John Cowane's chest and kettle, etc.; an hour-glass limiting sermons to that period! (this may still be serviceably used for its original purpose); the standard weights and measures of Scotland, so combined as to form one solid mass.

The tourist may return to the centre of the town by the **Back Walk**, a promenade along the west side of the hill, entered from the precincts of the Guildhall.

Cambuskenneth Abbey (the "Crook of Kenneth," one of the first Scottish monarchs), $\frac{1}{2}$ m. by the road which crosses the railway N. of the station, and by ferry ($\frac{1}{2}$ d.) across the Forth. This is one of the many religious foundations of David I. (1147). It was originally occupied by Monks of St. Augustine. Within its walls the Scottish Parliament once sat, and James III. (*see below*), together with his queen, Margaret of Denmark, was buried. A tombstone was raised, by order of the Queen, above their remains. The tower—which has itself been lately renewed—a doorway originally opening to the nave, and a scrap of wall, are the only part still standing. *Adm.* 2d.

Stirling to the Bore Stone and the **Field of Bannockburn**, 2 m. *Bus several times a day. Fare* 2d., or tram to St. Ninian's, 1d. Carriages may be taken to the Bore Stone and back, and pedestrians may make the tour of the battlefield (5 m. all told from Stirling). The road itself is of no particular interest, but the view from the Bore Stone is very good, and from the all-round route still better. For the latter walk turn square to the right out of the direct Bore Stone route a few yards short of the Anchor Inn at the far end of St. Ninian's, and then take every possible turn to the left. A large flag-staff marks the position of the Bore Stone.

In either case you go south out of Stirling by the wide road that passes through an avenue—chiefly sycamore—and a little further enters the long village of **St. Ninian's**. The sign-board of the chief inn here, "Scots wha hae," is a very formidable object. Beyond it the road forks twice, and at both forks you take the right-hand branch, the latter just beyond the Anchor Inn; then in another $\frac{1}{4}$ m. the **Bore Stone**, close to the side of the road, is reached. It is simply a square stone with a grating. The flag-staff, as an inscription shows, was erected by two "Royal Lodges" of Oddfellows in 1870. Hence Bruce is said to have superintended the battle, which took place on June 24th, 1314, and resulted in the utter discomfiture of the English. It is a capital viewpoint, the prospect including the plain of the Forth, the hills of Fife, and the Ochils, and, over the cliff and trees westward, the peaks of Ben Lomond, Ben Ledi and Ben Vorlich. The first-named is most conspicuous. Stirling Castle and the Wallace Monument are also seen. The *Gillies Hill*, so called from the panic caused to the English by the sudden appearance of the Gillies upon it, is a little N. of W. and now planted. One mile south, and left of the road, is the cottage where James III. was stabbed after the battle of Sauchieburn (1488).

The view is still better from the far side of the pedestrian round we have named. By it you go the circuit of the battlefield, and reach the Bore Stone from the other direction.

Stirling to Bridge of Allan (3 m., *see p.* 47) by train frequently, or by tram half-hourly; single, 3d.; *ret.*, 4d.; to **Causewayhead** ($1\frac{1}{2}$ m.), 2d. *each way*. The "tram" is a pleasant ride and the most convenient way of reaching the **Wallace Monument** (*adm.* 2d., *fine view*; *see the "Ladies' Look-out," p.* 61), which is on the hill just above Causewayhead. A statue of the hero has lately been added, and a number of marble busts of famous Scots are in the "Hall of Heroes." *Dinners, etc. (temp.) are provided in good style.*

From the top of **Demyat** (1375 ft.; 4 m. beyond Causewayhead Station, 1d. fare from Stirling) there is a beautiful view, the chief feature being one long reach of the Forth.

Stirling to Dollar, Rumbling Bridge, and Kinross; also to Edinburgh (by Forth Bridge).

Stirling to Alloa, $6\frac{1}{2}$ m.; *Tillicoultry*, 10 m.; *Dollar*, $12\frac{1}{2}$ m.; *Rumbling Bridge*, 17 m.; *Kinross Junction (Loch Leven)*, 24 m.

— *Alloa to Dunfermline*, 16 m.; *Edinburgh*, $40\frac{1}{2}$ m.

Loch Leven is described on p. 76; St. Andrew's on p. 96. There is nothing of special interest between the two except Leuchars Church (p. 95).

Day Tickets :—Stirling to Dollar, 2s. 2d. and 1s. 6d. ; Rumbling Bridge, 2s. 11d. and 2s. ; Kinross, 4s. and 2s. 8d. For other special fares see "North British Tourist Programme."

This is a charming little excursion as far as Rumbling Bridge, and a convenient way of approaching the places mentioned beyond it from the centre of Scotland. The scenery of the Rumbling Bridge is all comprised within a distance of $1\frac{1}{2}$ miles ; there is a good and moderate hotel a few minutes' walk from the station. From Dollar it is only $1\frac{1}{2}$ miles to Castle Campbell, a strikingly situated stronghold approached through a glen of ideal beauty, while the pedestrian may continue his walk from there, or commence it at Tillicoultry, to Blackford, the highest station on the Stirling and Perth line, scaling Ben Cleuch, the loftiest of the Ochils, on the way. The most convenient station for it, however, is Alva (about 9 trains a day, with a pretty glen and waterfalls and path to the top, *p.* 64—from $1\frac{1}{2}$ to 2 hours' walk). From the summit of this mountain there is a remarkably fine panorama of the southern Grampians, seen across Strathallan. The walk across from Tillicoultry, or Dollar, to Blackford will take from four to five hours. The Ochils drop down to the plain on the southern side in steep green slopes, but the descent on the northern is more gradual, somewhat resembling the moorland pastures of the Cheviots.

From Stirling the railway takes a wide sweep to the right, passing between *Abbey Craig*, on which is the huge and ungainly Wallace monument, and the Forth. The river about here forms a succession of the most eccentric curves. From **Alloa** the direct line proceeds to Edinburgh, by Dunfermline (*p.* 42) and the Forth Bridge (*p.* 43). Our route diverges to the left, and we soon find ourselves close under the steep slopes of the Ochils, which contrast finely with the rich champaign country on the right hand. **Tillicoultry**, the first place of any importance on the way, occupies itself with the manufacture of tartans and other stuffs. It is the nearest station, except Alva, to Ben Cleuch. The name is singularly expressive, being a corruption of *Tulach-ut-tir*, "the knoll of the back-lying place." From the next station, **Dollar** (Hotel : *Castle Campbell*), a delightful détour may be made to *Castle Campbell*, $1\frac{1}{2}$ miles from the station. The castle occupies a commanding site on an almost isolated rock, overlooking two exquisiteminiature glens, whose waters unite just below it.

Castle Campbell (Hotel, 5 min. from station. Admission, 6d. ; Guide-book, 4d. ; turn to right up main street). From the hotel follow either side of the burn to the third bridge, at which the route becomes a path on the right of the stream. At the pay-gate we enter a narrow and beautiful glen, which, in $\frac{1}{2}$ mile, splits into two. Take the left-hand branch, crossing the *Long* (foot) *Bridge*. The stream ("Burn of Sorrow") rushes down a deep narrow gorge overhung by rocks (a miniature "cañon"), and the path soon crosses a second ("Glencairn") bridge, whence it bends right, and crosses a third bridge (fine falls above). Almost at once the Castle appears back to the right. Do not climb at once to it, but descend to, and again cross, the burn, and climb by a flight of steps ("Jacob's Ladder") to the fifth and last crossing, whence the path starts back towards the Castle. Notice the moraine heaps in the green bare valley above. The way back to the Castle is lovely.

The **Castle** is a square tower (ascended by 85 steps) - fine view of Forth valley from top, accepted as a farm, with other uncovered enclosures. It is an ancient stronghold of the Argylls. Return either by the path along the eastern branch of the Dollar Burn (the "Burn of Gore") to the *Long Bridge*, or for a view, make for the conspicuous haystack on the adjoining knoll, and drop to Dollar by the old road.

The whole round is one of about 4 miles.

5.2 From the **Castle Ben Cleuch** is easily ascended in 1½ hours, the route being a continuous grassy moorland (see map, p. 64). The erection of a sanatorium on the mountain with a railway up to it is "in contemplation."

View from Ben Cleuch. (*Beinn Clìoiche*, "the mountain of the stone" 2,363 ft.) This is said to embrace a portion of more than half the counties of Scotland. Having as a foreground the wide straths of the Allan and Forth, north and south respectively, it has no obstruction near at hand to break the grand panoramic display of distant mountains. Chief amongst them are the Grampians. Beginning due west with Ben Lomond, which has rather a broken lumpy appearance from this side, the eye, as it travels northwards, views in succession the Cobbler, Ben Ledi (much nearer), Ben Lui, Ben More (the twin peaks on either side of a V-shaped depression), the *Dark Eern* Ben Vorlich (prominent and of striking outline), and then a slip of Ben Nevis, lying far away, and to the left of a conical peak called Meall Ghaordie - the last-named rising from Glen Lochy, beyond the head of Loch Tay. Still further northwards the prospect is bounded by Ben Lawers and Schiehallion. North-eastwards it stretches over Strathmore into Forfarshire. Southwards, beyond the Forth and Edinburgh, are seen the Pentlands and other Lowland heights, including Tinto Hill, near Lamark.

Four-and-a-half miles beyond Dollar is the **Rumbling Bridge**, which the railway reaches by a long incline, affording a beautiful retrospect down the Devon valley. The *hotel* is to the north of the station on the far side of the bridge. From it you will commence your examination of the beauties of the locality, which lie entirely by the river-side. A small charge is made for admission to the walks. Having paid it, you descend to the stream at a place called the *Devil's Mill*. Here the water rushes through a deep and picturesque chasm, forming a succession of varied cataracts. The rocks on both sides are well draped with wood. Descending, with the stream on the left, you come to a recently opened-up cave, and then pass through a door in the wall on to the *Rumbling Bridge*, which you have previously crossed on your way to the hotel. The view down from the parapet of the bridge is very fine, of the same order as that from the Devil's Bridge near Albury-twitch. Here, too, is an ancient bridge below the more modern one. It has no parapets, and once carried the old high-road. Then, on the other side of the bridge and of the road, you pass through another door and proceed by a footpath down the south side of the stream for a full mile, at the end of which you hear the loud roar of **Caldron Linn**. Here the stream, having scooped out a narrow channel



through a stratum of hard rock takes a profound perpendicular leap, broken into two, however, by a landslip which occurred in November, 1886, large pieces of rock now interrupting the falls. The accessories are all good, whether you look down-stream along the perturbed channel below, or descend and look up to the fall itself. Hence you retrace your steps to the station or hotel.

For **Kinross**, 7 miles further, see p. 76. On the way we pass (left) the *Crook of Devon*, as a sharp angle of the river is called.

Stirling or Callander to Oban (by rail). Maps opp. pp. 5, 65, and 236.

Stirling to Callander (Ref.-rm.), 16 m. (p. 47).

Callander to Lochearnhead, 12 m.; *Killin Junction*, 19; *Crianlarich*, 29; *Tyndrum*, 34; *Dalmally* (Ref.-rm.), 46; *Loch Awe*, 48; *Taynuilt*, 58; *Oban*, 71.

—*Crianlarich to Fort William*, 63½ m.; *Banavie*, 66.

—*Killin Junction to Killin*, 4 m.; *Killin Pier*, 5.

Hotels—at *Strathgryre*, *Lochearnhead*, *Killin*, *Luib*, *Crianlarich*, *Tyndrum*, *Dalmally*, *Loch Awe*, *Taynuilt*, *Connel Ferry*.

Connections:—From *Lochearnhead* to *St. Fillans* (for *Crieff*), one coach a day; *Killin* to *Aberfeldy*, steamer and coach three or four times a day.

This route vies with the new West Highland for the beauty-prize among the railways of Scotland. The scenery is better sustained than that on the Dingwall and Skye line, and superior to anything on the Highland main line except the part between Dunkeld and Blair Atholl.

The pedestrian will probably walk a considerable portion of the way, availing himself of the train as circumstances may suggest. Perhaps the most interesting parts for walking are from Callander to Lochearnhead, and from Loch Awe to Taynuilt. The latter 10 miles should decidedly be done by road.

Cyclists will find good or fair going all the way, except the little-used dozen miles between Tyndrum and Dalmally which are dreadful (see pink pages).

The Route. From Callander the railway, after crossing the Leny near its junction with the Teith, makes a wide sweep through the fields of *Bochastle* (p. 49), after which it passes underneath the Trossachs road and proceeds for a mile with the river below, now and then visible, on the right, to the narrowest part of the Pass of Leny. Here it spans the stream again twice, the first time just above the rapids, and then reaches the foot of *Loch Lubnaig* close to its outlet.

The road follows the course of the stream all through the pass, keeping it on the left. About two miles from Callander, at the throat, as it were, of the pass, the river leaps tumultuously down a rocky gorge, and here is a narrow causeway of rock, assisted in places by planks (perfectly easy going), a few feet above the water's edge.

The **Pass of Leny** is very beautiful. It is traversed too rapidly by rail to enable the traveller to gain anything more than a general idea of its merits, but by road it is seen to perfection. On the left hand Ben Ledi flings down his most precipitous side almost to the foot of it, and on the right more gentle heights, clad in a party-coloured vesture of silver-birch, hazel, oak and heather, rise in a succession of irregular and picturesque knolls. Nowhere in "bonnie Scotland" is the scene more enhanced by her characteristic flower than in the neighbourhood of Callander.

Where the valley widens out for Loch Lubnaig is a small walled-in churchyard, remnant of the *Chapel of St. Bride*, in whose precincts young Angus handed over the fiery cross to Norman, despatching him on a solitary honeymoon. Sir Walter Scott would seem here to have taken a poetic license, calling the Leny the Teith, otherwise it is difficult to localise this description—

"Where Teith's young waters roll,
Betwixt him and a wooded knoll,
That graced the sable strath with green,
The Chapel of St. Bride was seen."

Loch Lubnaig (the "crooked lake"), whose entire length both rail and road now skirt—the former on its western, and the latter on its eastern side—is $4\frac{1}{2}$ miles long and scarcely half-a-mile wide. The road has still the advantage of the situation, being opposite to the most effective side of the lake, and bringing into greater prominence the central rock, which is the key-note to its beauty. This rock, projecting high and steep, and boldly rounded at the top, divides the lake into two reaches, and saves it from that monotonous appearance which it would otherwise wear. The best view is, perhaps, obtained by climbing for a few yards up the copse soon after the side of the lake is reached, and those who simply wish to see Loch Lubnaig need go no further.

A mile beyond the head of the loch, and a long eight from Callander, are the station and hamlet of **Strathyre** (*Station Hotel* (B. & A. from 3s.), and one or two small *inns*).

Détour to Balquhiddy.—From Strathyre a road crosses the river, and pursues an up-and-down course to Balquhiddy (4 m.). We advise the pedestrian to take this route, returning by the direct road to the King's House. The entire round measures 6 miles.

A little short of Balquhiddy, and just before crossing the river Balvag, by which Loch Voil has its outlet, the *Calair Burn* (called also the *Blackwater*) comes down *Glen Buckie*. It is worth while to follow a path for a few yards up this burn, crossing it by a foot-bridge and returning to the main road on the other side. After heavy rain the stream forms an impetuous torrent, and at all times the scene is picturesque.

From the bridge over the Balvag a fine full length view of **Loch Voil** is obtained. It is a long narrow lake with lap after lap of dark green mountains descending abruptly to its shore-line, and well clothed with wood in their lower parts. Those on the north are the famous "Braes of Balquhiddy." There is a carriage-road along that side of the lake, and at its western end some stepping-stones enable the tourist to make the circuit of it (*about 8 m.*), but the track along the southern side is very rough. During the walk there is a fine view of

Ben More and its twin brother, Stobinian. Looking eastward from the Balvag Bridge the eye catches the cone of Ben Vorlich rising above the level ridge behind the King's House Inn.

Quitting the bridge we rise at once to the old and new churches of **Balquhiddler** (*Baile-cul-tir*, "The village of the back-lying country"). The old school-house, which used to be such a picturesque object in front of them, with its drapery of bright red tropeolum, has given place to an up-to-date Gothic building at the entrance to the churchyard. The *Old Chapel* is a mere shell, standing in front of the new one. It is ivy-clad, and has a picturesque little open bell-turret. Inside is a little grove of Irish yews growing on a carpet of grass, and outside, a few yards from the east end, are the reputed tombs of Rob Roy, his wife and sons. They consist of flat slabs inscribed with quaint devices—swords, mystic knots and animals—dogs or rabbits? looking like toys tumbled about by a child in a passion—the whole bearing the stamp of an antiquity greater than that of Rob Roy, who died some century and a half ago at a house near the far end of the loch,—one of that class of men, who, according to Andrew Fairservice, are "ower bad for blessing and ower good for banning." The scene, by the way, in which Rob made his thrilling escape by slipping off at his horse's tail is on the Forth, not by the side of Loch Voil, as some writers would have it.

The flippant tourist may be amused by an epitaph on the south side of the chapel, setting forth at great length the gross heresy of a nameless individual who first suppressed the letter "u" in the time-honoured patronymic, McLaurin, whereby it has been degraded into the vulgar "McLaren."

The *new church* is an unpretentious building behind the old one. Two fine plane-trees materially add to the picturesqueness of the churchyard, whence, we should add, the scene is very beautiful.

There is no inn at Balquhiddler, but 2 miles east of it, where we again join our main route, stands a stray little hostelry, called the **King's House Inn**, not to be confused with its namesake at the head of Glencoe.

Passengers who wish to reach Balquhiddler by the shortest route may, by informing the guard at Strathyre, stop some trains at *King's House*, whence the distance is two miles. The view westwards from the railway embraces the strath, at the end of which Balquhiddler stands, and the "braes," which sink abruptly to the northern shore of Loch Voil, but the lake itself is not visible.

Beyond the King's House, road and rail ascend to **Lochearnhead Station**, which engineering exigencies have placed two miles short of the hotel, a delightfully situated hostelry (c.r.; B. & A., 4s.) commanding a view of the length of Loch Earn. It contains a finely carved billiard table with a history. See p. 82.

Lochearnhead to Crieff (coach and rail), and **Perth** (rail). Distances: *St. Fillans Sta.*, 9 m.; *Comrie*, 15; *Crieff*, 21; *Perth*, 40. One or four hours at *St. Fillans*. Fares for the round:—From Edinburgh, 18s. 6d., 9s. 6d.; Glasgow, 15s. 3d., 8s. 6d. Fine cycling all the way.

Route fully described, the reverse way, p. 78. The continuation of the railway from *St. Fillans* to *Lochearnhead* is to be opened early in 1904.

The road traces the northern shore of Loch Earn all the way to *St. Fillans*, displaying to great advantage the scenery on the other side of the water. *St. Blaise's Chapel* (in ruins) and *Edinample Castle*, a seat of the Earl of Breadalbane, are the first objects of interest. Then, on the north side, comes *Dalveich Castle*, a little way above the road, succeeded by a grand view of *Ben Vorlich* across the water. Approaching **St. Fillans**, the hills decrease in height, but their sides are beautifully broken with rock, and the view from *St. Fillans* itself is charming beyond description. At the hotel there (the *Drummond Arms*) lunch is provided, and then a fertile and richly wooded valley, bounded by picturesque hills, to **Comrie** (Hotel, *The Royal*). On the hills to the north of the village stands a *Monument to Viscount Melville*, who died in 1811. It overlooks the *Lednock Burn*, in which is the *Devi's Cauldron* at the foot of a picturesque waterfall. *Over the hills to Loch Tay, p. 71.*

From *Comrie* the **railway** runs near the river all the way to *Crieff*.

The **road** threads a long avenue of stately trees. In 3 miles the railway passes just under an eminence crowned by a *Monument to Sir David Baird*, of Seringapatam fame. Its shattered top bears witness to a thunderbolt which struck it in 1878. Then we pass, on the left hand, $\frac{3}{4}$ mile away, the grounds of *Ochertyre*, backed by a beautifully wooded hill. **Crieff** is entered soon afterwards, whence the journey on to *Perth*, or *Crieff Junction* on the line between Perth and Stirling, calls for no comment (*see p. 78*).

From Lochearnhead station the railway rises rapidly, affording the best possible view of *Loch Earn*, whose entire surface gleams like a glass mirror some hundreds of feet below. (The road passes the end of the lake and the hotel, where stone and mortar are almost hidden by the tropæolum and other creepers which revel in the genial air, only a few feet above the level of the water.)

Loch Earn is 7 miles long and more than half-a-mile broad. Its shores present little variety, and the surrounding hills, except where they retire to give Ben Vorlich space to display his massive proportions, do not overlap one another to any extent. For all that, there is no disputing the fact that Loch Earn holds a high place among the Highland lakes, however difficult it may be to assign the reason. If we may presume to suggest one, it is that there is no unsatisfied ambition about it. It is from end to end what it pretends to be—an ample, self-contained sheet of water, fringed with green meadows and abundant foliage, and surrounded by mountains whose regular outlines harmonise well with the solid but unsensational attractiveness of its other features.

As the train puffs its way up Glen Ogle, we gradually lose sight of the loch, and in its place, far beneath us, lie the depths of the valley. Here we see three stages of human advancement. First there is the old road, hugging the bottom of the glen till it arrives at almost a "*cul de sac*," out of which it only finds its way by a heart-breaking climb; then there is the new road, climbing gradually and warily up the opposite hill-side, but still steeply enough to try the wind of the staunchest of bipeds or quadrupeds; lastly, the railway, which has adroitly managed to get well up on the mountain-side before it enters the glen at all.

Glen Ogle (probably *gleann oghuidh*, the "gloomy valley")—which extends from Lochearnhead, is a wild, rocky valley, from 3 to 4 miles long, and attaining an elevation of 948 feet (642 above Loch Earn). Though thoroughly Highland in character, it is somewhat wanting in decisive features. At its summit, on the left hand, is a small tarn—a favourite curling *rendezvous* in winter—from which the water flows northward into Glen Dochart.

During the descent to **Killin Junction** the line discloses a splendid view of the village of Killin, the head of Loch Tay, and Ben Lawers—the last-named forming a noble background, with a group of unpronounceable "*Beinns*" and "*Mealls*," almost equally high, to the left of it.

Killin Junction to Kenmore and Aberfeldy *see p. 71.*

Quitting Killin Junction we get, first through one and then the other window of our carriage, a view of the towering heights of *Ben More* and *Stobinian*, looking like a huge pair of triangles with

their tops cut off. They rise from the south side of Glen Dochart. The farther mountain, to the right of them, is *Ben Lui*.

Glen Dochart (the "valley of the upper water") is wider and somewhat softer in style than Glen Ogle. It boasts a fair amount of cultivation, but the universally dark green of its strath and surrounding hills gives it rather a gloomy appearance. The *Luib Hotel*, a favourite resort of the salmon-fisher, is by the roadside, $1\frac{1}{4}$ miles E. of the **Luib Station**.

Loch Dochart, which we now pass on the right, consists of two sheets of water, connected by about half-a-mile of stream, the whole measuring about three miles in length, and nowhere much more than a quarter of a mile in breadth. The lower lake is also called *Loch Iubhair* (*Uver*, the "juniper loch"). The upper lake, or more western one, contains an island with a ruined castle of the Argylls on it, said to have served the Bruce for a retreat after a skirmish with the Lord of Lorne.

Crianlarich Station (*Crianlarich Hotel*, small) stands only a few feet below the ridge which forms the head of Glen Falloch, over which come the coaches from Loch Lomond (p. 201). Here we pass under the new West Highland railway, which continues rising above and almost parallel with us to Tyndrum. *For full description see p. 190.* Stations $\frac{1}{2}$ mile apart. The railway next ascends the green strath of the Dochart to Tyndrum. There is a grand retrospect of Ben More and Stobinian during this part of the journey and, as we approach Tyndrum, *Ben Douran*, with a short flat top, appears blocking up the valley to the north, and Ben Lui up a green hollow on our left.

Tyndrum (pron. *Tyne-drum*—*Royal Hotel*—first-class) is situated high up, close to the boundary-lines between the Dochart, Lochy, and a branch of the Orchy glens. There are traces of lead-mines near the village, and other minerals have been found. The place has had many vicissitudes. Once an important coaching centre; then for several years a railway terminus, and now a half-way station on the two most beautiful railways in Scotland. *For further description see p. 192.*

Beyond Tyndrum the railway soon reaches the head of the Lochy waters, and for some distance traverses a desolate waste, at the end of which a rapid descent is commenced to Dalmally. The valley has a very inviting aspect in front, and "*Cruchan Ben*" rears his huge shoulders beyond it. The highest peak, a sharp pyramid, rises behind them. On the left of the line, as we descend, *Ben Lui* springs up to a height of 3,708 ft., and on the other side we have many a peep into the deep rock-bound gorge through which the Lochy rattles over its stony bed. The railway, taking a wide sweep, shows the valley to great advantage. In its widest and lowest part *Dalmally church*, an octagonal building of no small ugliness when seen close to, is a picturesque object from this distance. **Dalmally Station** is half-a-mile beyond the village. (*Ref.-rm.* on down platform.) *Dalmally Hotel* ($\frac{1}{2}$ m. from

station) is a time-honoured, comfortable hostelry, with reasonable charges, in the same hands as "Loch Awe" (*below*). The Inveraray coach-road passes the station, and then descends to the hotel.

Hence the *railway* drops to the level of Loch Awe, crossing the meadows and stream at the head of one arm of the lake, and continuing along its western side to **Loch Awe Station** ($2\frac{1}{2}$ m. from Dalmally). The *road* makes an acute angle, crossing the stream about a mile above the head of the lake at the entrance to Glen Stræ. The pool beneath the bridge is a delicious sight on a hot summer's day.

Kilchurn Castle, situated on a peninsula at the end of Loch Awe, is the largest and most interesting ruin hereabouts. Its various parts were erected from $4\frac{1}{2}$ to $2\frac{1}{2}$ centuries ago, the oldest portion by the founder of the Breadalbane family. In 1745 it was occupied by the Royal troops. The shape is oblong; it has round towers and a square keep, and presents as a whole a much more varied appearance than the generality of so-called Scotch castles. For *description of Loch Awe* see p. 210.

Close to **Loch Awe Station** is the *Loch Awe Hotel*, charmingly situated and an excellent centre for tourists, and the terminus of the Loch Awe steamer-routes from Ford and Port Sonachan. *Ascent of Ben Cruachan from here*, see p. 300.

Falls of Cruachan, 3 m. by rail (certain trains stop) or steamer, from Lochawe Station, and just above the line. Easily got at and very fine in themselves and surroundings.

The railway now winds round the wooded flanks of Cruachan, skirting the narrow western arm of Loch Awe, which is quite different in character from the rest of the lake. So closely do the hills hem it in, that both road and rail have to be cut out of the mountain-side. The water is scarcely wider than a fairly-sized river, and in certain lights wears a look of intense gloom. From its southern margin scree and rock rise sheer from the edge, and present a striking resemblance to the scree of Wastwater, to which, however, they are inferior in height and colouring. This corner of the lake is called the **Pass of Brander**. Where the lake ends and the river Awe rushes out with an impetuosity in strange contrast with the dead stillness of the lake which feeds it, the **Pass of Awe** begins. For mile upon mile Ben Cruachan sends down his steep southern flank to the water's edge. The river itself is a rare place for a salmon, and here and there little wooden stages are projected into the middle of the stream. Both Bruce and Wallace flashed their weapons in this historic pass, the former near the *Bridge of Awe*, which the road crosses about $2\frac{1}{2}$ miles short of Taynuilt. The railway crosses the stream a little way lower down. The valley has widened considerably here, the southern cliffs of the Pass of Brander having subsided into gentle acclivities.

At **Taynuilt** there is a pleasant hotel about 2 minutes' walk from the station, beyond which the beginning of the upper reach of *Loch Etive* (described p. 230) is visible from the railway.

(The road does not reach the shores of the loch for some miles after passing Taynuilt.) This lower reach is bounded by pastures and low hills. At **Connel Ferry** the tide rushes to and fro with great force, forming, about ebb-tide, the so-called *Falls of Lora*. Here the works of the Ballachulish railway begin, with a cantilever bridge—the Forth Bridge in miniature. It will be time enough to describe the line in our next edition. There is a nice little hotel (“Falls of Lora”) close by the station, besides a small inn on each side of the water. Then *Dunstaffnage Castle* is passed on the right; a gentle ascent is made for some miles by the road, followed by a direct descent through woods and fields to Oban. The railway, after a steep ascent, takes a wide sweep to the south, affording a picturesque view over Oban to the mountains of Mull—Ben More, etc.—and finally passes through a deep cutting into **Oban Station**. For *Hotels, &c.*, see p. 219.

Killin Junction to Aberfeldy. Map p. 135.

Killin Junction to Killin Village, 4 m. (*Killin Hotel* near station); *Bridge of Lochy Hotel* ($\frac{3}{4}$ m. from station, near loch); *Killin Pier*, 5; *Ardeonaig (Hotel)*, $10\frac{1}{2}$; *Lavers (Temp. Hotel)*, 13; *Ardtalnaig*, 14; *Fernan (Temp. Hotel)*, 17; *Kenmore Hotel*, 20; *Aberfeldy (coach)*, 26.

Steamers leave *Killin Pier* 3 or 4 times a day. Fares to *Kenmore* about 3s. and 2s. Return, 4s. 6d., 3s. The fast midday boats do not stop at intermediate stations.

The sail down Loch Tay is a very beautiful one. As a description of the steamer-route, the reverse way, will be found on page 134, we shall here describe the old coach-road, which commands a view of the lake a great part of the way, and must be traversed for nearly 5 miles by those who adopt *Killin* as a starting-point for *Glen Lyon*. The excursion (see map) by *Edramucky* and *Innerwick* to *Fortingal (hotel)* is a very fine one, displaying the full glory of *Glen Lyon*. The circuit of the loch (24 m.) is a fine run—good surface, many minor hills, especially on S. side; excellent on from *Kenmore* to *Aberfeldy*.

From the carriage-road, along the south side of the lake, *Ben Lavers* is seen with the enhancement of a fine width of water in the foreground, and the *Falls of Acharn* (p. 74), 2 miles short of *Kenmore*, may be visited on the way. The halfway house is at **Ardeonaig (Hotel)** 8 miles from *Killin*, and a calling-place for the steamer.

A path, about 14 miles in length and attaining a height of nearly 1,600 feet connects **Ardeonaig** with **Comrie** by **Glen Lednock**. Upon it, 6 miles short of *Comrie*, is a waterfall called *Sput Rollo*. Turning up the **Innergeldie Burn**, a mile beyond *Sput Rollo*, we reach in about 4 miles the top of **Ben-y-Hone** (Ben Chonzie, 3,048 feet), the presiding mountain of the district. A descent may be made by *Loch Turret* and *Glen Turret* to **Crief** (10 m.).

The Route. From *Killin Junction* road and rail run parallel to one another to *Killin*. The rail crosses the *Dochart* some way short of the station and the *Lochay* just beyond it. Then it traverses flat meadow-land to the **Pier** (p. 137), passing *Finlarig Castle* (p. 72) among the trees on the left hand,

The *Road* from the Junction goes half-way between the rail and the river, and affords a specially fine view on approaching the bridge that crosses the Dochart at the entrance to Killin village. Here the river, which has flowed along peaceably enough for some distance, suddenly widens out into a shallow channel so thoroughly beset with rocks and huge boulders as to produce a truceless war of cataracts great and small. In the midst is an island, apparently inaccessible. Beyond the rapids are the bridge and the village of Killin, and the majestic Ben Lawers forms a worthy background to a scene which, until the middle distance was to some extent stripped of its wood, could hardly be beaten for richness combined with artistic disposition of detail in all Scotland. On an island (*Inch Buie*) below the bridge and surrounded by firs is the burial-place of the McNabs, at one time owners of all the country round.

Killin (pron. Kill-in) derives its name from the two words *Kil Fhinn*, signifying the "burial-place of Fingal," whose supposed grave is marked by a stone in a field $\frac{1}{2}$ -mile from the present church, at the foot of Stronaclachich. It was long forsaken and forlorn, but was raised to its original position in 1899. The village has a good hotel, and there is a comfortable inn at the *Bridge of Lochay*, a short mile further north. At the house of Kinnel, across the river (*see map*), is what is said to be the largest vine in Europe—twice as big as the one at Hampton Court. It was planted in 1832, and in 1899 shewed 3,511 bunches.

Ascent of Stronaclachich. (1708 ft. — 1440 *above Killin*.) Two or three hours may be most pleasantly devoted to the ascent of this hill. Its name, signifying "stony point or projection," well describes its position as the most easterly point of the range which separates Glen Lochay from Glen Dochart. It rises due west of Killin, about a mile distant as the crow flies. The track to it leaves the main road at the new schoolhouse, 200 yds. S. of the hotel, and zigzags up a good part of the ascent. From the top the lower reaches of both Glen Lochay and Glen Dochart are seen, and the entrance to Glen Ogle, to the south. Ben More in the south-west, and Ben Lawers in the north-east, display their bold forms to great advantage.

Glen Lochay. The road up this beautiful valley strikes out of our main route on the far side of Lochay Bridge, and a few yards beyond the hotel. About 3 miles up it are the *Falls of Lochay*, more picturesque than grand. They are kept under lock and key. By turning about 10 yards out of the road, at a bridge about 4 miles further up, you can see 5 miles up the valley and all the way down it.

Road to the Pier. This crosses the Lochay about $\frac{1}{2}$ mile N. of the hotel and, passing through an avenue, reaches in another half-mile **Finlarig Castle**, an ivy-grown ruin, embosomed in trees, and the burial-place of the Breadalbane family. The pier is $\frac{1}{2}$ m. further.

From the Bridge of Lochay our road ascends for some distance between trees and then comes out on a higher and more open level. Fine views of the lake are from time to time obtained, and several picturesque ravines are crossed.

Détour into Glen Lyon. Near one of these ravines, at *Edramucky*, 4 miles from Killin, a rough carriage-road strikes off and crosses the hills, at a height of about 1,600 feet, to **Innerwick** (13 m. *from Killin*; *light ref. at P. O.*). Hence the route down Glen Lyon to Fortingall is splendid. The valley, fairly open at first, contracts a couple of miles short of Fortingall and presents river-scenery which, except in Glen Affric and the

Findhorn Glen, is perhaps unequalled in Scotland—and that is saying a great deal. For Fortingall (23 m. from Killin by this route) see p. 74.

There is a good track from **Innerwick** into the road along the south side of Loch Rannoch. When it meets the stream on the Rannoch side, a branch strikes right across the water, and comes out at a keeper's cottage (8 m.) by the bridge over the stream on the Rannoch road, 4 miles short of **Kinloch Rannoch** (p. 139). The col is about 1,570 feet above the sea; Innerwick, 660; and Loch Rannoch, 668.

Loch Tay, in respect of its gracefully winding shore-line, the cultivated and woody aspect of the lower slopes around it, and the bold sky-line of the higher ones on its northern side, is certainly one of the most charming lakes in Scotland. There is nothing cramped or confined about it. The whole scene spreads itself out in a beautiful panorama, as if it disdained that kind of attractiveness which rests on sudden surprises and violent contrasts. The gently sloping shores seem to sink to the water's edge and rise to the bare moorland above in such a thoroughly unconstrained way that the most cockneyfied cheap-tripper could hardly find a "wonderful convulsion of Nature" in any part of it. The scenery is thoroughly pleasing, and the proportions of its separate parts give it a title even to nobility. The lake is nearly 15 miles long by 1 mile broad, and 290 feet above sea-level. The hotels round the loch have the right of trout-fishing in season. The salmon fishing in February is a great institution.

Eight miles from Killin we reach the **Ben Lawers Hotel** (*good Temp.*), the only place from which the ascent of Ben Lawers can be conveniently commenced. For a full description, see p. 291. The steamer-pier is half-a-mile from the hotel.

Ascent of Meiler (*Meall Odhar*), 1,793 ft. Those who wish to obtain a good view without incurring the fatigue of the whole ascent of Ben Lawers should climb the lesser height or "cub" of Ben Lawers, called "Meiler." It rises, with a thin belt of firs near its top, between the hotel and the mountain itself, and may easily be reached by starting up the little lane opposite the hotel. Enquire as to any obstacles at the hotel. The view comprises almost the entire expanse of Loch Tay, Kenmore and Taymouth at one end, and Killin backed by Ben More at the other. Northwards the mass of Ben Lawers rises directly from your stand-point, and, across the lake, Ben Vorlich may be seen on the far side of Loch Earn.

Beyond Ben Lawers the road, after crossing the *Lawers Burn*, draws nearer to the lake, continuing close to it all the way to Kenmore. At **Fernan** (*Temp. Hotel*), where the steamer calls, a by-road branches off to Fortingall and Glen Lyon (p. 74). Then we pass between the lake and a woody height, called *Drummond Hill*, all the way to **Kenmore**. Here is a large and well-placed hotel, close to which is the entrance to—

Taymouth Castle, the seat of the Earl of Breadalbane. (*Admission to the grounds from 8 to 4, no fee.*) This ducal residence is situated in a rich strath, a mile from the foot of Loch Tay and about the centre of a semi-circle made by a sweep of the river. It is a square building some 100 years old, with towers at its angles and one or two wings. The park contains some very fine forest timber, and behind it, on the north side of the river, rise the wooded slopes of *Drummond Hill*. The *Dairy*, towards the south-

west corner of the park, is built of pure quartz. As visitors are accompanied by a guide, there is no occasion for further description.

An interesting drive from Kenmore (abt. 13 m.), walk or cycle ride (easy), is under Drummond Hill, by the north shore of the loch, to **Fortingall** (6 m.); back along the north side of the Lyon to **Coshieville** (9 m.; the ford marked on the map and the track across Drummond Hill are things of the past), and back by a new bridge across the Lyon at the east end of Drummond Hill.

Falls of Acharn. These falls lie in a woody dingle on the south side of Loch Tay, 2 miles from Kenmore and about half-a-mile away from the road. The uppermost of them is nearly fifty feet in height, and below it are several minor ones.

Kenmore to Tummel Bridge Inn, for Kinloch Rannoch or Pitlochry. *Kenmore to Coshieville Inn, 4 m.; Tummel Bridge Inn, 12; (—Kinloch Rannoch, 19) Pitlochry, 26.* This carriage-road, as far as Tummel Bridge, is described the reverse way on page 135.

At **Fortingall** there is a good hotel (*P.O., arr. 11; dep. 1.45*).^{*} In the churchyard, to be seen through iron railings in the wall, stands, or rather totters, the Patriarch of British Yews—a tree pronounced by an eminent authority, Candolle by name, to be the “oldest authentic specimen of vegetation in Europe” (Black). The question is whether it has seen 25 or 30 centuries; in other words, whether it was contemporary with Solomon, or merely Zerubbabel; the siege of Troy or the Peloponnesian war. Visitors who fail to recollect that there is a point, even in the life of a yew-tree, at which it ceases to improve, may possibly be disappointed in this particular one. Parts of the trunk, to be sure, remain, and from them still grow branches loaded with foliage, but the height and dignity are gone, and the close prison-house in which the tree is confined prevents it from displaying itself to full advantage.

Détour up Glen Lyon. From Fortingall the tourist may proceed up Glen Lyon, perhaps the longest narrow valley in Scotland and, in its lower part, one of the finest. From end to end it measures upwards of 30 miles. The lower portion is well wooded, and in many places the river pursues a tumultuous career through deep and rocky gorges. The road skirts its northern side. A walk or drive of 6 miles from Fortingall will introduce the visitor to the best scenery of the valley, and he will gain little more unless he proceed past **Innerwick** (*light ref. at P.O.*) to *Meggerney Castle*, a shooting-lodge belonging to the Menzies family, nearly 300 years old, and approached by a fine avenue of beech and lime trees. Half-a-mile beyond Innerwick a rough road strikes to the left, crossing the stream at *Bridge of Balgay* and proceeding over the hills to *Edramuckie*, on the Kenmore and Killin high-road, 9 miles from Innerwick and 4 from **Killin**. This route (*p. 72*) attains a height of 1,600 feet. There are two other bridges across the Lyon, between Fortingall and Balgay, the first a foot-bridge, 3 miles from Fortingall, and the other 5 miles higher up.

The road continues for 13 miles beyond Bridge of Balgay to the shooting-box of *Invermeran*, whence it is 8 miles by track more or less marked along N. shore of **Loch Lyon** to the Black Mount road, which is struck after going under the West Highland railway 3½ miles N. of Tyndrum, 3 S. of Bridge of Orchy (*see map p. 75*). Highest point, 1,214 ft. (*Junction with road abt. 700*). Four miles on the way are remains of Fingalian circular towers.

A return may be made from Fortingall by the strip of low ground which separates Glen Lyon from Loch Tay, 2 miles wide. A road across it joins the Killin and Kenmore road at Fernan, where the boat calls, 4 m. from Kenmore.

^{**} A coach runs daily from Aberfeldy (meeting 11 a.m. train) making the round by Kenmore, Glen Lyon, Fortingall, and Coshieville.

Route to Tummel Bridge—continued. Returning down Glen Lyon, you pass in 3 miles *Coshieville* (Inn, a short distance to the right) and then turn up the main road, having the *Keltney Burn* far below on the left. *Garth Castle* (*p. 138*) appears through the trees on the same side, and the peak of Schie-

^{*} Sun. del. to callers, 5 p.m.



hallion beyond it. The highest part of the road (1,262 ft.) is reached a little beyond *White Bridge*, where is a small public-house. Hence a short cut to Kinloch Rannoch may be made by a by-road which strikes off on the left, but the main road drops steadily to **Tummel Bridge Inn**, affording a fine view across Strath Tummel to the flat ridges of the Eastern Grampians, broken only by Ben-y-Gloe, during the descent. For the road on to *Kinloch Rannoch* see page 138, and to *Pitlochry*, page 139. Forthingall to Tummel Bridge, 11 miles.

Proceeding from Kenmore a beautiful view over Taymouth Castle is obtained from the *Fort* (1 m.), and in another $\frac{1}{2}$ mile we pass, on the right, a stone circle called "Craig Monach." Then the road, affording a good view of Schiehallion on the left, proceeds along the southern side of Strath Tay, through richly wooded park-like scenery, to **Aberfeldy** (p. 135; Hotels:—*Breadalbane Arms*, in the town; *Palace* (c.t.; B. & A., 3s. 6d.); also, smaller, *Station* (c.t.), opp. station; *Weem Hotel*, 1 m. away across the river). Close to Weem is *Castle Menzies*, the baronial residence of the family of that name. In the park attached to it there is some remarkably fine timber.

Stirling to Crieff and Perth. *Map opp. p. 5.*

Stirling to Crieff Junction, 17 m; (—*Crieff*, 26 m.) *Perth*, 33 m.

This part of the railway system to the north, though it forms as it were the neck of the whole route, has no places of interest upon it except Bridge of Allan, Dunblane (pp. 47, 48), and Ardoch, $1\frac{1}{2}$ miles from Greenloaning Station (11 m.), which has the most perfect Roman Camp in Britain. From Dunblane the line ascends by the side of the *Allan Water* until it reaches its highest point about **Blackford Station**, 15 m. (400 ft. above the sea). On the right hand rise the pastoral ridges of the *Ochil Hills*, whose northern slopes are much more gradual than their southern. On the left hand the southern sentinels of the Grampians gradually come into prominent view. By far the most conspicuous of them from about here is *Ben Vorlich* and its left-hand neighbour, *Stuc-a-Chroin*, whose graceful summits rise from the south shore of Loch Earn. The duller height to the right of them is *Ben Chonzie* beyond Crieff. A little short of Blackford, on the left-hand side, is the *Corsebreck Lake*, a favourite curling rendezvous at the proper season. Beyond Blackford **Glen Eagles** opens up on the right with striking effect. It is the chief glen of the Ochils. Then comes **Crieff Junction**. Thence to Crieff and Lochearnhead, p. 79. Close by is *Auchterarder*, a village of one street a mile long. The view extends all across the valley to Crieff and the hills beyond. Hence the line descends almost continuously, passing near *Craig Rossie*, the boldest scarp of the Ochils. Then it crosses the river Earn a little short of the junction with the Forth Bridge route from Edinburgh, and, passing through a tunnel, enters **Perth**. The coroneted spire of St. Leonard's church is on the right as we approach the station,

Edinburgh to Perth by the Forth Bridge, 48 m. (N.B.R.).

Map opp. p. 5. About 7 expresses a day in 65 to 80 minutes. As a cycling route (41 m.) by Granton and Burntisland it is excellent.

This is the "North British" continuation of the East Coast and Midland routes from England to Edinburgh. Both companies run through carriages.

The new line branches from the old Caledonian route to Perth viâ Stirling (p. 46) at *Saughton* ($3\frac{1}{2}$ m.). Hence to *Dalmeny* ($9\frac{1}{2}$) is featureless. At Dalmeny the **Forth Bridge** comes into view in the right front, and in less than a minute we are on it (see p. 44). The view in crossing is beautiful in both directions, extending up the firth in clear weather as far as Ben Ledi and Ben Venue.

Beyond the bridge we pass through a tunnel, and again get a view of the water both ways, succeeded by a second tunnel, and the divergence of the Aberdeen line at (13 m.) *Inverkeithing*, a place of no interest. Then comes (18 m.) the pleasantly situated **Dunfermline** (p. 42), beyond which the country is commonplace till we reach (29 m.) **Loch Leven**, gaining as we approach the station a full view of the loch with its castled island (boat, 5s.), made famous by one of the most romantic episodes in the eventful history of Queen Mary—her escape after a year's imprisonment through the connivance of the enamoured Douglas. Every one will remember the brilliant description of the event in the "Abbot." But for this event, and its fame as a trouting water, Loch Leven is deficient in interest, while the town of **Kinross**, which commences at Loch Leven Station, but has a station of its own one mile further, is commonplace. The inns—anglers' resorts—are the *Green* (B. & A., 3s. 9d.) and *Kirkland's*, half-a-mile from either station, and *Bridge End*, close by Loch Leven Station.

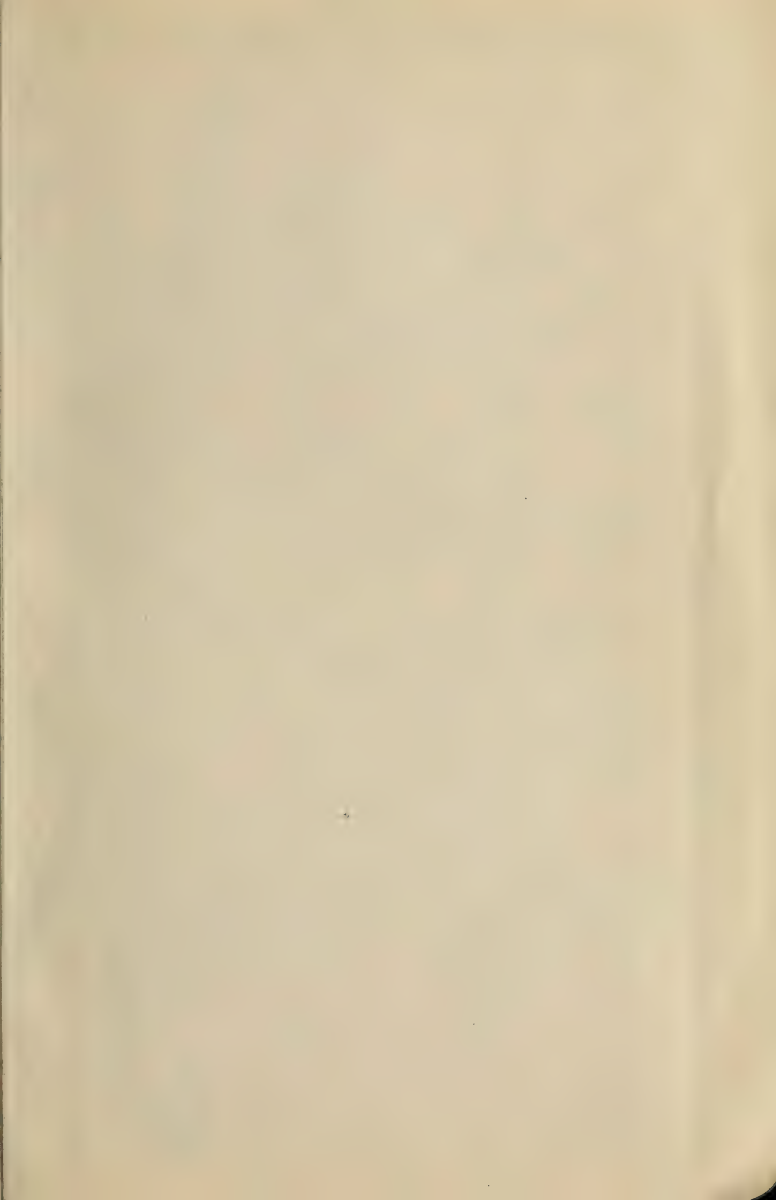
A larger island at the far end of the loch is called **St. Serf's Island** from a follower of St. Columba, to whom it is said to have been granted by the Pictish kings. Upon it are the ruins of a *Priory*.

As to the fishing in Loch Leven some idea of its popularity may be gathered from the fact that in 1902, 7,869 trout weighing 8,302 lbs. were caught with the rod, besides 188 lbs. netted, and that from 60 to 80 competitions took place in a season, which lasts from early Spring to end of September.

At *Kinross* station (30 m.) the line from Stirling (p. 62) comes in, and at *Mawcarse* (34) we turn north, and soon enter the romantic *Pass of Glenfarg*, which cuts right through the Ochils (summit-level 490 ft.). At *Glenfarg* (38 m.) there is a new hotel. The river and high road are seen below, first on the left, then on the right. The finest part is about and between two tunnels. From the glen the line emerges into the fertile Strathearn. Abernethy, with its Round Tower,* is about a mile away to the right, and in front is Mordaunt Top, part of Moncreiffe Hill, marked by a flagstaff. Then, rejoining the Caledonian route at (45 m.) *Bridge of Earn Junction*, we enter a tunnel, and reach, in another mile, **Perth** Station (p. 77).

From Bridge of Earn Station ($44\frac{1}{2}$ m.; "*Moncreiffe Arms*") visitors may ascend to Mordaunt Top on Fridays (*only*), descending direct to Perth, if so inclined—5 m.; 2 hrs.; see also p. 78.

* This tower is 74 feet in height, and has an entrance-doorway 6 feet above the ground. It is built of hewn square stones—unlike the generality of Irish round towers—and is not so fine an example as that at Brechin.



PERTH.



Perth.

Hotels:—*Station* (in the hands of the Railway Co., adjoining the Station. Bed and att., from 4s.; table d'hôte bkfst., 3s.; dinner, 5s.); *British*, and (smaller) *Queen's*, close to station; *Royal George*, *Salutation* (B. & A., 3s.), *Macmaster's Temp.* ('buses), in the town, $\frac{1}{2}$ — $\frac{3}{4}$ m. from station; *Grand Temperance*, *Waverley Temp.* near station.

P.O. (new), High Street, $\frac{1}{2}$ m. from station : open 7-9; Sun., 9-10. Chief del. 7 a.m., 12.15 noon; desp. 3.35, 7.10, and 9.30; Sun., 3.35 p.m. **Tel. Off.** open 7-9; Sun., 9-10 and 4-5. **Pop.**, 33,000. **Mkt. Day**, Fri.

Trams, see plan.

Perth is a fair town for its size, and a convenient halting-place. The things about it of most interest to the tourist are the magnificent view from Kinnoull Hill (*p.* 78), and, in a lesser degree, that of Moncreiffe Hill (725 ft.); its Inches, Bridges and Museum. Of its antiquity scarcely a trace remains. This is greatly owing to the excitement roused by John Knox. The Tay flows by in a noble stream, but the dead flat of the situation militates against picturesque combinations. An hour or two will suffice to see the town.

Going at right angles from the station under the Dundee railway, we skirt the **South Inch**—a spacious greensward—passing the *Scott Monument* on the right and the new *Free Church of St. Leonard* with a beautiful crown-spire on the left. This takes us to the Tay, along which, again going under the line, we proceed by a wide promenade—*Tay-st.*—with the broad and brimming river on the right.

Here, after passing the *Waterworks*, with a fine dome, and the *Drill Hall* of the "Black Watch," we come to the new and spacious **Museum** of the Perthshire Society of *Natural Science*, lately presented to the city (open daily, 10-4; W., 7-9 p.m., free), with an admirably arranged collection of geological, botanical and zoological specimens of the county. The birds, with brief descriptions, are specially interesting. Of the golden eagle "only a few pairs remain," and the buzzard has been "ruthlessly destroyed." Note a skeleton of the extinct moa—"allied to the ostrich but much larger." The buildings include also Reading and Lecture rooms. The old **Museum** is close by the Bridge.

In *Canal-st.*, the next street to the left beyond the New Museum, is the entrance to the old *Greyfriars' Churchyard*, whence, returning to Tay-st., we pass the **County Buildings** which have a Greek front and are on the site of the house in which the Gowrie conspiracy against James VI. was hatched. Beyond this a new iron girder Bridge has been erected. Then come the *City Chambers* and a *Free Church* with a spire over 200 feet high. **Perth Bridge**, beyond, is one of the finest in Scotland. Beyond it is the **North Inch**, famous as the scene of the battle between the clans Chatten and Quhele in 1396, described in the "Fair Maid of Perth." On it, close by, are *monuments* to Prince Albert, by Brodie, and the 90th Light Infantry, famous at Lucknow and in many other campaigns.

Turning up North Port from this point you come at once to **Curfew Row**, wherein a tablet marks the supposed home of the "Fair Maid of Perth." Near at hand were the old castle and the monastery in which James I. was assassinated in 1437.

In Atholl-st., near this, is the modern Episcopal **Cathedral of St. Ninian**, open 9 a.m. to 6 p.m. and worth visiting. It was completed by the opening of the nave in 1890. The style is E.E. and Dec.

The principal church of Perth is **St. John's**. It dates from the 15th century and has a tower and short spire and some interesting features on its N.W. side. In it Knox officiated. It is kept under lock and key.

The new **P.O.** is a fine building at the corner of High-st. and Scott-st. (extended) and in New Kinnoull-st., a further continuation, is the *Sandeman Public Library* (1898).

The main old thoroughfares of Perth are mean.

Kinnoull Hill (729 ft. $\frac{3}{4}$ —1 hr. from station). Cross the Tay Bridge and turn up Gowrie Street (*see plan*) till a road slants up the hill to the left, soon becoming very rough. Keep as straight as possible along this till in 12 minutes or so you pass a Gothic building, which is an R.C. "Retreat," and come to a lodge on the right. Hence the road winds up through the trees for nearly a mile to the summit. The view is as sudden as it is glorious. Standing on a lofty crag with wood-covered scree at its foot, you command the windings of the Tay as it widens into its estuary for miles. Opposite is Moncreiffe Hill, and below on the left, embowered in woods, Kinfauns Castle, the seat of Lady Gray. A ruined tower on the edge of the precipice a little further is another good view-point. By walking to a knoll a little westward you will get a view over, but not of, Perth; trees, however, are in the way.

No one who has climbed the Windeliff, near Chepstow, can fail to be struck by the similarity of the two view-points. Here the crag is higher and bolder, but the foliage is not so abundant or varied.

Moncreiffe Hill (725 ft., 4 m., S.W.). From the station go under the Dundee Railway and, crossing the South Inch into the south (Edinburgh) high-road, keep along it for nearly 2 miles. Then, just beyond the brow of the hill and almost over the railway tunnel, turn square to the left at a cottage and proceed by a cart-road between railings into the wood. A delightful path brings you in $1\frac{1}{4}$ miles after leaving the high-road to a bare knoll called *Mordaunt Top*, and marked by a flagstaff. Hence the view across and up Strathearn is charming. The Ochil range limits it to the south, but the Tay estuary is visible to the right of the trees. Perth and the Highlands beyond are hidden, but may be seen by going some way north through the trees.

On Fridays (only) a steep descent may be made southwards by Moncreiffe House (seen close below) to *Bridge of Earn Station* ("Moncreiffe Arms"), 2 miles from the summit (p. 76).

Scone Palace (pron. "Scoon"). It may be well to mention here that there is no admission to this historic place, nor can even the outside be well seen from any point on the road. The present building is modern.

Perth or Stirling to Crieff and Lochearnhead.

Perth to Crieff (rail), 18 m.; *Comrie*, 24; *St. Fillans*, 30; *Lochearnhead Hotel* (coach), 37; *Station*, 39.

Circular Tickets in either direction from Edinburgh, 18s. 6d., 9s. 6d.; Glasgow, 15s. 3d., 8s. 6d.; Perth, 12s. 6d., 7s.; Stirling, Callander, or Lochearnhead, 10s., 6s. 6d. Other places in proportion. *St. Fillans to Lochearnhead*, 2s.



Scotland, Parts I. (p. 171) and III. (p. 78),

A. Duthie, Photographer and Fine Art Dealer, has removed to
426 and 428 Sauchiehall Street,



The principal church of Perth is **St. John's**. It dates from the 15th century and has a tower and short spire and some interesting features on its N.W. side. In it Knox officiated. It is kept under lock and key.

The new **P.O.** is a fine building at the corner of High-st. and Scott-st. (extended) and in New Kinnoull-st., a further continuation, is the *Sandeman Public Library* (1898).

The main old thoroughfares of Perth are mean.

Kinnoull Hill (729 ft. $\frac{3}{4}$ —1 hr. from station). Cross the Tay Bridge and turn up Gowrie Street (*see plan*) till a road slants up the hill to the left, soon becoming very rough. Keep as straight as possible along this till in 12 minutes or so you pass a Gothic building, which is an R.C. "Retreat," and come to a lodge on the right. Hence the road winds up through the trees for nearly a mile to the summit. The view is as sudden as it is glorious. Standing on a lofty crag with wood-covered scree at its foot, you command the windings of the Tay.

Strathearn is charming. The Ochil range limits it to the south, but the Tay estuary is visible to the right of the trees. Perth and the Highlands beyond are hidden, but may be seen by going some way north through the trees.

On Fridays (only) a steep descent may be made southwards by Moncreiffe House (seen close below) to *Bridge of Earn Station* ("Moncreiffe Arms"), 2 miles from the summit (*p.* 76).

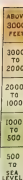
Scone Palace (pron. "Scoon"). It may be well to mention here that there is no admission to this historic place, nor can even the outside be well seen from any point on the road. The present building is modern.

Perth or Stirling to Crieff and Lochearnhead.

Perth to Crieff (rail), 18 m.; *Comrie*, 24; *St. Fillans*, 30; *Lochearnhead Hotel* (coach), 37; *Station*, 39.

Circular Tickets in either direction from *Edinburgh*, 18s. 6d., 9s. 6d.; *Glasgow*, 15s. 3d., 8s. 6d.; *Perth*, 12s. 6d., 7s.; *Stirling*, *Callander*, or *Lochearnhead*, 10s., 6s. 6d. Other places in proportion. *St. Fillans to Lochearnhead*, 2s.





The route from Perth is by Lochearnhead and Dunblane; from stations south of Perth, by Crieff Junction (16 miles short of Perth). Lunch at Lochearnhead. The railway was extended from Comrie to Lochearnhead in 1902.

Those who wish to proceed south of Dunblane, without returning to Perth, will do best to take the circular tickets, which will free them as far as Dunblane and ensure them a seat on the coach.

One of the most charming drives or cycle-rides in Scotland. Its features are richness of valley and foreground to the mountain distances.

Road distances: Methven (whence the title "Methuen"), $6\frac{1}{2}$ m.; Gilmerton, 16; Crieff, 18; Comrie, $21\frac{1}{2}$; St. Fillans, 30; Lochearnhead (Hotel), 37; (Station), 39. Easy **Cycling** throughout, except for the last 2 miles, where there is a rise of 200 feet in 2 miles. Splendid run along the N. side of Loch Earn. Circuit of Loch Earn is also very easy (*see map*).

The Route.—There is nothing worthy of special notice until we reach Crieff, and the valley of the Earn becomes distinctly localised by the hills which rise out of it.

Between **Crieff Junction** and **Crieff** there is a good distant view of the southern peaks of the Grampians to the left, *Ben Vorlich* being the chief height while due south, on the other side of Strathallan, *Ben Cleuch* presides over the less pretentious chain of the Ochils. *Strathallan Castle* lies to the right of the line, and the battlements of *Drummond Castle* rise from a picturesque hill on the left, a few miles before we enter *Crieff Station*.

Starting from Perth we turn due west out of the main line in a couple of miles, nearly opposite Scone Palace (p. 118), and follow for a short distance the valley of the *Almond*. A little shell of a building, looking rather like a Titanic bedstead, about 12 miles from Perth, is *Inchaffray Abbey*, nearly 700 years old. It was richly endowed by Scottish monarchs of the period.

Crieff (Hotels:—*Drummond Arms* (B. & A., 4s.), *Royal* (c.r.; B. & A., 3s.), *Commercial*, *Victoria Temp.*; large *Hydro*). Pop. 5,300) is a town of considerable local importance. It is situated on a hill-side and commands a wide view southwards over Strathearn to the Ochils and many a fine glimpse up the narrower and more picturesque portion of the same valley to the west.

There are many pretty walks to take and pleasant heights to ascend in the neighbourhood of Crieff, as well as several noblemen's seats—tributes to the combined beauty and accessibility of the district.

At **Innerpeffray** ($2\frac{1}{2}$ m. E. of Crieff) are the ruins of Castle and Church, also a valuable antiquarian library (founded 1691) containing "the Bible of the great Montrose, an old French Psalter, and many rare books." (Gordon Cumming.)

Drummond Castle, 3 miles south (*seat of the Earl of Ancaster*). This mansion is approached through a fine beech avenue, which, however, was greatly damaged by the storm of November, 1893, and its battlements command a panoramic view. The house contains an interesting armoury with other relics, and a fine collection of portraits by Gainsborough, Van Dyck, etc. It was enlarged in 1899. The gardens are finely laid out. Visitors are admitted. The old *Castle*, a 15th-century structure, is apart from the mansion.

Nearly a mile beyond the entrance to Drummond Castle, 3 miles from Crieff, is the charming village of **Muthill (Inn)**, with the ruins of a 15th-century church and a 10th-century tower, 70 feet high. Four miles further, 2 from Greenloaning Station, we come to the **Roman Camp** at Ardoch, within the grounds of Ardoch House. It is about 1,000 feet square, and one of the most perfect of its kind extant.

Monzie (pronounced **Monee**) **Castle**, 3 m. north. In the grounds are some larch-trees which in point of age may compare with those at Blair Atholl and Dunkeld. In visiting Monzie, the tourist may make the tour of the Knock of Crieff, a distance of about 7 miles, as shown on the map, or he may follow the path over the "*Knock*."

About half-way to Monzie Castle, just short of the bridge across the river, is the entrance to **Ochertyre**, which exhibits rich woodland and park scenery, and from which the *Falls of Turret*, 4 m. from Crieff, may be seen. The public road to them crosses the bridge beyond the entrance to Ochertyre, and keeps the north side of the glen as far as the falls. Visitors, however, are allowed to pass through the grounds. The scenery about here is very pleasing. The Turret descends from Ben-y-Hone (3,048 ft., p. 71) the highest peak between Loch Earn and Loch Tay. A spare hour at Crieff may be spent in a climb to the top of the **Knock of Crieff** (911 ft.), $1\frac{1}{2}$ miles north of the town. The view, however, is a good deal obstructed by trees.

A pleasant walk of about the same distance may also be made to *Tomachastle Hill*, 3 miles west of Crieff (see below).

Crieff to Amulree (small hotel), 12 m. (—**Dunkeld**, 22) **Aberfeldy**, 23.

There are good and unmistakable roads to all these places, but the only things of special interest upon them are the **Sma' Glen** (6 m.),—a beautifully shaped and coloured valley through which the Almond flows—the *Tay Valley* as we descend to Aberfeldy, and the *Rumbling Bridge* (p. 121), $2\frac{1}{2}$ m. short of Dunkeld. The rest of the scenery as far as Amulree is commonplace (except for a little way out of Crieff), and beyond Amulree it is dreary.

The road between Crieff and Comrie makes a wide bend, passing the grounds and lake of *Ochertyre*. The railway follows the north bank of the river throughout, running (2 m.) close under the hill of Tomachastle on which, occupying a prominent position, is the column erected in honour of *General David Baird*, the vanquisher of Tippoo Sahib at Seringapatam at the close of the last century. The monument was partly shattered by lightning some years ago. From the hill on which it stands there is a fine view westwards. *Torlum Hill* (1,291 ft.), south of it, is wrongly said to be the highest wood-crowned hill in the country. The road still continues some distance away from the river, the valley all along being remarkable for its richness and the wooded character of its flanking slopes. At **Comrie** (*Royal, Ancaster Arms* (c.t.; B. & A., 3s.), in the town; *Temperance*, near station; 'buses at station) the waters of *Glenartney* join the Earn just above the bridge. Comrie's chief ornament is the Free Church, which has a beautiful spire. It also possesses a Jubilee fountain. On the right, too, is a sweetly wooded valley—*Glen Lednock*. Another beautiful view from an easily climbed height may be obtained by climbing *Dunmore Hill* on the north of the road. It is surmounted by a *Monument* to the first *Lord Melville*. Beneath it, on the right, the Lednock burn descends through a rocky ravine, in which is a fall called "*The Devil's Cauldron*." A zigzag path leads down to it from the monument. For route on to Ben-y-Hone and Ardeonaig (Loch Tay) see pp. 71, 72, and maps.

From **Comrie** to **Callander** through Glenartney's "hazel shade" is 16 miles—8, road to Achimmer Lodge (Earl of Ancaster); then path over moor (1,100 ft.) to Luirgan, 13; last three by winding road, passing near Bracklinn Falls (p. 49).

Between Comrie and St. Fillans the scenery becomes still more picturesque. On the right we pass the modern mansion of *Dunira*, and three miles beyond it, on the opposite side, the verdant hill of *Dunfillan*, on which St. Fillan is said to have prayed with such persistency as to leave the marks of his knees on the stones. The new railway crosses the Earn four times.

In **Dundurn Church** (Est., centre of village) is a font handed over from the old church in 1896. It is of whinstone, and like a curling-stone. There is also an English Church.

We know not what the real Arcadia may be like, but no spot in Britain so thoroughly embodies our most cherished conceptions of it as **St. Fillans**. It is the quintessence of undesigned loveliness. Every feature is attractive, both in itself and in its relation to others. The river ripples merrily and carelessly out of the still lake. The foot-bridge across it looks as if it had got there by accident. The trees arrange themselves in graceful groups, and the greensward seems to require no art to keep it smooth and soft. A little row of houses constitutes the old village, and here and there along the lake and road-side rise pleasant little villas whose sides are festooned with the exquisite red-blossoming tropæolum, growing naturally as no art can make it grow in other districts. All round are hills beautiful in shape and colouring. There is nothing bare and nothing uncomely, and yet there is no effort and no pretence—a realization of honest Gonzalo's ideal in the "Tempest"—a place where

"All things in common Nature should produce
Without sweat or endeavour."

The *Hotel* is good and comfortable, and the rocky knoll to the south a most seductive place for a ramble. *P.O., del. 7.45, desp. 3.20.*

The best view-point close to St. Fillans is **Littleport Hill**, about 1,600 ft. (*see map*).

The tourist who has a mind for a swim during his stay at St. Fillans, will find a not over-exposed retreat by crossing the foot-bridge and proceeding about a third-of-a-mile up the lake, *i.e.*, supposing his coign of vantage not already occupied by the sketching or other sisterhood.

From St. Fillans the road follows the north shore of the lake all the way to Lochearnhead. There is a good, but more hilly and, therefore, more picturesque road along the south shore also. The north one, however, passes at first through scenery richly diversified by wood, crag and burn, and presents the best view of *Ben Vorlich*, which rises at the head of Glen Vorlich, about half-way up the lake on the south side. *For the ascent, see p. 305.*

Loch Earn is fully described in the Oban route (*p. 68*). On the north side, we pass *Ardveich Castle*, opposite to which, at the foot of Ben Vorlich, is *Ardvorlich House*, identified with "Darlinvarock," in the "Legend of Montrose," and the scene of perhaps the most horrible tale in clan history.

Further on, at the south-west corner of the lake, are *Edinample Castle* and *Falls*, the former a seat of the Earl of Breadalbane.

Locheearnhead Hotel is beautifully situated at the head of the lake. Here, again, the tropæolum grows in profusion.

The Billiard-table at the hotel here is remarkable as having belonged to the first Napoleon. It has fine marquetry work, and was altered for English billiards in 1873. The maker's name is inlaid as follows: "Pichon, rue des Marais, St. M. 31."

The railway is seen high up the mountain-side behind the hotel, and pedestrians who wish to proceed at once must not forget that the station is a good half-hour's uphill walk from the hotel, on the road to Callander. On the way we pass the very pretty little Episcopal Church of St. Angus.

For the railway journey southwards to Callander, &c., see p. 234; northwards to Killin and Oban, p. 68.

Perth to Dundee (1), 20 m. *by rail*. A picturesque ride, though a little off the tourist track. The branch starts from the east side of the main line, and skirting the South Inch passes the *Town Station* ($\frac{1}{2}$ m.) and crosses the Tay. Then, after going under Kinnoull Hill, a glimpse of *Kinfauns Castle* (Lady Gray) is afforded on the left rear and, a little further, *Elcho Castle*, a commonplace ruin, is seen on the south bank of the river, which now spreads into its estuary and is soon lost sight of. The country beyond is furrowed with gracefully-wooded little vales. *Glencarse* (6 m.) shows a pretty modern church on the left. As the country opens out, the Sidlaw Hills appear on the left and, on the right, the church and park of *Errol* (10 m.). We are now traversing the perfect flat of the **Carse of Gowrie**. The Tay estuary reappears. Castle Huntly rises square above the woods on the left and, looking up the valley beyond it, we see the famous *Hill of Dunsinane*—a rounded knoll to the left of the peak called the King's Seat. The spires and chimneys of Dundee and the new **Tay Bridge** now come into view. Then, coming alongside the estuary, with a pretty view across it, we may note (17 m.) the ivied ruin of *Invergorrie Church*. The Tay Bridge is close at hand, we pass *Magdalen Green* and enter **Dundee West Station**.

The **Old Tay Bridge** was, as every one knows, destroyed in the fearful hurricane of Sunday, December 28th, 1879. Among the relics of the ill-fated train which went down with it was the door of a first-class carriage, picked up by a fisherman some months after off the coast of Norway!

For **New Tay Bridge** see p. 84.

(2) **By road**, 22 m. An excellent run in every respect. Leave Perth by the new bridge, whence the road goes round Kinnoull Hill. *Inns* at Inchtuthie, 13 m., etc. On to Arbroath (39 m.), Montrose (51½) and Stonehaven (74) to Aberdeen (89), see p. 4; *pink*.

Dundee.

Stations:—*Dundee West* (*Cal.*), for Perth and Newtyle *by Dundee* (*North British*), for Edinburgh, Arbroath, Montrose, and Aberdeen; *Dundee East* (*Joint*), for Forfar (*direct*), Arbroath, Montrose, and Aberdeen: all within $\frac{1}{2}$ m. of each other, and close to the Docks.

Hotels:—*Queen's, Royal* (B. & A., 4s.), Nethergate ('buses'); *Royal British*, High St. ('bus'); *Albion*, High St.; *Lamb's* (*Temp.*), Reform St.; *Mather's* (*Temp.*), Crichton St.; *Wood's Commercial*, 88 Commercial St.; all within $\frac{1}{2}$ m. of West and Tay Bridge Stations and $\frac{3}{4}$ m. of East Station.

Restaurants:—*Straton's*, 18, Reform St.; *Buffet, Royal British*; *The Café Royal*, High Street.

P.O.—Meadow Side (centre of town) open 6.45—9; Sun., 9.30—10.45. Chief del. 6.45 and 7.15 a.m.; desp., 3, 6.30 and 8.45 p.m. **Tel. Off.** always open. **Theatre**, Garth St. **Pop.**, 160,000. **Mkt. Days**, Tu. and Fri.

Dundee, the third Scottish town in population, has a finer site than Aberdeen but, though it has been greatly improved in late years and contains several good streets and handsome buildings; it has not the same hold on tourists as the "granite city." Its chief attractions are the Albert Institute and its surroundings, the fine Old Steeple, which forms the tower of the Town Churches (three in one); the Royal Arch, in Dock Street, between the stations; the Esplanade extending to the Tay Bridge, and the view from Dundee Law, a green knoll just behind the town, 572 ft. high. On leaving any of the three stations we shall soon notice the **Royal Arch**, an elaborate Gothic structure with round arches and interlaced arcade, admitting to the Docks. It commemorates a visit of the Queen in 1844.

The **Old Steeple** (*adm.* 1d.; *May, June, July*, 12—8; *Aug. Sept.*, 12 to 6) stands in Nethergate, at the head of Union Street, and within 5 minutes of the West and Tay Bridge Stations. It is a handsome and massive tower, Decorated in style and more than 150 feet high. It dates from the 14th century, and was restored at a great cost by Sir Gilbert Scott in 1872. Ascending by a corner turret, the visitor walks round the tower along two galleries guarded by handsome balustrades.

Speaking generally of Scotch churches, Dundee offers no exception to the rule that the towers and steeples are by far their finest parts.

In the S.W. corner of the churchyard, the **Old Town Cross**, of the same type as the ones at Edinburgh and Aberdeen, and dating from 1583, has been placed.

From the "Steeple" go east up High Street and, opposite the Town House, marked by a fine spire, turn to the left up *Reform Street*, a fine thoroughfare of modern buildings. At its northern end, occupying an open space and fronted by a good statue of Burns, represented as usual in a composing attitude, is the **Albert Institute**. This is one of Sir Gilbert Scott's modern Gothic buildings and contains a Free Library, &c., and a *Museum*

(open daily, 11—4; also, M. & W., 7—9 p.m.; Sat. 11—9; *always free.*) In the latter the Natural History Collection is interesting and not too large. An Art and Picture Gallery (E.E.) has been added. On the N. side a statue of the Queen, by Bates of London, was unveiled in August, 1899. Around the Institute are also the *Royal Exchange* with a stump tower; the *High School* with a Greek portico, and, by Panmure Street, the *Cowgate* leading to the *East Port*—the only one remaining—over which a restored inscription records the preaching of George Wishart during the plague of 1544. The next year the preacher was burned at St. Andrews (*p.* 96).

The **Esplanade**, extending from Tay Bridge Station to the Tay Bridge itself, is nearly a mile long and affords pleasant views across the Tay. It has been extended still further.

For a view the visitor should ascend **Dundee Law** (572 ft.), a good half-hour's walk from any of the stations. Going east of the Old Steeple (or west with a turn to the right) you proceed up Constitution Road—locally known as “Mount Zion” from the number of churches in it—and reach the foot of the hill in a mile, passing near the Prison and the Infirmary on the way. From the top the view extends to St. Andrews one way and to the outliers of the Grampians in the other. A short descent may be made to **Lochee**, where are the *Camperdown Jute Works* of Messrs. Cox Bros.—the largest in the world—employing 5,000 hands and actually graced by their chimney-stack, which also rivals in height the celebrated St. Rollox chimney in Glasgow. Jute and flax supply the staple industry of Dundee, which, in the manufacture of linen, vies with Belfast, with which city it also competes in ship-building, “whalers” being a speciality. To many, of course, the town is best known for its marmalade. (*Tram back to Dundee.*)

The **New Tay Bridge** is an iron lattice structure more than 2 miles long, with 13 spans of 250 feet each, 77 feet above the tideway, and 85 piers—9 of brickwork, the rest of cast-iron cylinders. There can be little doubt that the original bridge, built for a single line of rails only, was of too flimsy a character for possible emergencies. This one, however, accommodating a double line of rails, is of a very different stamp.

A favourite near excursion from Dundee is to *Broughty Ferry* (*see p.* 85).

Dundee to the Highlands.

(Map opp. *p.* 75.)

(1) **Dundee to Perth** (20 m.) described reverse way on page 82.

(2) **Dundee (West Station) to Newtyle**, 17 m. (—**Alyth**, 23 m.); **Blairgowrie**, 27 m.

This is the route for Glenisla, or to join the coach from Dunkeld to Braemar (*see yellow sheet*). The line turns sharply upwards from the Perth route at *Magdalen Green* (1 m.), and passes between **Lochee** (*above*), and Dundee Law. The large building on the left is the *Liff New Asylum*. Then it crosses a depression in the Sidlaws, and, after passing *Auchterhouse* (12 m.), affords a splendid view across Strathmore to the Grampians. The tower on *Kilpurney Hill* is above us on the right, and, making a wide sweep into Newtyle, we get a good view of the old *Castle* on the same side. The train goes on to Blairgowrie (*p.* 131), and a connecting one takes us to Alyth Junction (*p.* 86).

(3) **Dundee (East) to Forfar direct** (21 m.) and **Kirriemuir** (for *Clova*), 27 m. This branch leaves the main Aberdeen route at *Broughty Ferry* (below), and has no special interest as far as Forfar (p. 89); thence to Kirriemuir, &c., see p. 89.

(4) **Dundee to Arbroath**, 16½ m; **Montrose**, 30 m; (—**Bervie**, 43 m.) **Aberdeen**, 74 m.

This is a joint line as far as Arbroath, beyond which the Caledonian trains starting from Dundee East join the main Perth and Aberdeen line at Guthrie Junction; the North British ones, starting from Tay Bridge Station, and travelling by Montrose, reach the same line at Hillside close to Dubton Junction. The Caledonian Station at Montrose is a terminus, and passengers bound thither by their route branch off at Dubton Junction.

Between Dundee and **Broughty Ferry** (3½ m.), a favourite suburban residence and popular resort of the Dundeeites, we look across the Firth to Newport, a favourite little watering-place, and Tayport—the reverse. Between the two a Waterloo tower crowns the hill. Beyond Tayport low sand-banks extend far out to sea. Broughty Castle (r.) has been rebuilt as a defence. Then passing *Monifieth* (5½ m.) the line forms a base line to a sandy promontory at the apex of which is the *Buddon Ness Lighthouse*. At **Carnoustie** (10 m.)—with very fine Golf-links (*Bruce's Hotel*)—the sea comes back to us, and 12 miles out we may detect the top of the lighthouse that has superseded the “bell” on the “*Inchape Rock*,” with which Southey has made us so familiar. The column on the distant hill to the left is in memory of the first Lord Panmure. Hence we skirt the sea to

Arbroath (*Imperial*, at the Station; *White Hart* (B. & A., 3s. 6d.), ½ m.; Pop. 22,000) another seat of the linen trade. There is nothing to see except the fine old Abbey (*key close by; fee optional*). It is 6 min. walk from the station, and reached by turning to the left at once. The **Abbey**, founded in the 12th century and dedicated to Thomas à Becket, has grand features, but, as a whole, is vast rather than beautiful. It is built of red sandstone. The deeply recessed *Western Doorway*, by which we enter after passing through a *Gothic Arcade*, is Norman, but the rest is Early English. The *three Pointed windows* at the east end, seen as we enter, are deeply embayed, and help to impress us with the great length of the building. Besides these the *south wall of the nave*, the *south transept* and the *Chapter House*, hard by and still roofed, are nearly all that remain, if we except the *Pointed arches* and the lower segment of a large *rose window* over the western doorway. From the transept a stair may be ascended to a passage in the wall that affords a good view over the town. A plain stone in the chancel is said to cover the bones of the founder, William the Lion. The last Abbot was Cardinal Beaton.

Route continued. The *Caledonian* line to Guthrie Junction (p. 91) calls for no description, but the *North British* to Montrose, after going inland for some miles, rises to high ground. *Red Castle*, a fortress of William the Lion, is conspicuous, and we gain a fine prospect over *Dunan Bay*, at the south horn of which the cliffs rise finely to Red Head, a fine opening for a watering-place. (Coast-loving pedestrians should walk thus far from Arbroath.) This part of the coast is associated with the “*Antiquary*,” Auchmythie (“*North Esk Arms Hotel*”) 4 m. N. of Arbroath, being the “*Mussel Crag*,” and the cliffs beyond the scene of Miss Wardour's escape; also of Scott's wonderful description of a stormy sunset due East! Caves, characteristic of the formation, abound. The ruined *Lunan Church* is also a picturesque object.

The graceful spire of Montrose Church gives a charm to the town from whatever point it is viewed, but from none so much as from the approach by this route. On the left is a spreading lake—the estuary of the South Esk—which suddenly narrows again into a channel through which the tide rushes with great force. This channel is crossed by a long viaduct over which we travel, and, a little lower, by a graceful suspension bridge. The picture is complete.

Montrose (*Central, Star, Queen's Temp. buses*. Pop. 12,500) is as pleasant a non-tourist town as can be. You walk up its excellent and uniformly wide *High Street*, take a look at the statues of *Joseph Hume* (born here and M.P. for the town), and *Sir Robert Peel*, are disappointed to find on how poor a body such a graceful tower and spire as that of the church are imposed, proceed by a passage north of the church past the *Museum* (adm. 6d.; it contains John Knox's pulpit and the sword of the Marquis of Montrose who perished on the

scaffold at Edinburgh, p. 26)—over the Caledonian branch line to the *Links*, notice the swift rush of the tide, and return to your hotel or station. The town, we should add, hardly suggests so large a population. Ships and linen occupy its attention.

From Montrose Harbour Lord James Douglas, it is said, embarked for Palestine with the heart of the Bruce; also the "Old Chevalier," with the Earl of Mar and others, made his escape after the short-lived and abortive rising of 1715.

* * From Montrose the tourist may proceed by the coast-line to **Bervie** (13 m.; *Castle* (C.T.; B. & A., 2s.); *Pop.* 1,200), noticing the *Finella Burn*, between St. Cyrus and Johnshaven on the way, and from Bervie on foot, or by early 'bus (*M., W., Th., Sat.*) to **Stonehaven** (p. 94; 10 m., 1s. 6d.) passing close to Dunnottar Castle (p. 94).

Two miles beyond Montrose we cross the Caledonian branch into that town and then join their main line at *Hillside*, a little beyond *Dubton Junction*. For the rest of the way see p. 94, and for **Aberdeen**, p. 100.

Perth to Aberdeen, &c. (Map opp. p. 75.)

Perth to Coupar Angus, 15½ m.; (—*Blairgowrie*, 20.) *Alyth Junc.*, 20 (—*Alyth*, 25½.); *Forfar*, 32 (—*Kirriemuir*, 38.); *Guthrie Junc.*, 39 (—*Arbroath*, 47.); *Bridge of Dun*, 47½ (—*Brechin*, 51½.); *Dubton Junc.*, 50½ (—*Montrose*, 53½.); *Stonehaven*, 73½; *Aberdeen*, 89½.

About 7 expresses a day in 1¼–2½ hrs. **Fares**:—2d. and 1d. per mile.

This is the main route of the Caledonian Company to Aberdeen, and, though it does not itself pass through a district of special interest to the tourist, is considerably above the average of British railways in its surroundings, while the little branches which we have enumerated above lead to the threshold of the finest valleys of the Eastern Grampians. From Blairgowrie we may traverse Glen Shee by coach to Braemar; from Alyth we may reach the same place partly on foot; from Kirriemuir we may enjoy a fine tramp by Clova either to Braemar or Ballater, and Edzell commands the varied valley of the North Esk, which merits a much wider reputation than it possesses.

The Route. From Perth the line traverses for 10 miles the fertile valley of the Tay, of which, perhaps, the chief feature is the splendid foliage on the right hand. Two miles on the way the Crieff branch turns sharp to the left, and on the right Scone Palace (p. 118) rises above the trees. At *Stanley Junction* (7 m.; *White's*, ½ m., angling resort) the Highland line strikes away on the left, and 3 miles further we cross the Tay close to the confluence of the Isla. Here, at *Cargill* (station for the beech hedge, etc., p. 135), the modern mansion of *Ballathay* is conspicuous on the right. Then the Sidlaws come into view on the same side. Their highest point, *King's Seat* (1,235 ft.), is a peak, and the second summit to the right of it—somewhat isolated—is the *Hill of Dunsinane* (1,012 ft.). From **Coupar Angus** (*Royal*, B. & A., 2s. 6d.; *Victoria*) the Blairgowrie branch strikes off on the left hand, and from **Alyth Junction** (*Belmont Hotel*) that to Alyth on the same side. *Route continued on p. 89.*

For **Blairgowrie** (5 m.), and coach-route to **Braemar**, see page 134.

At **Meikle** (1½ m.; *Kinloch Arms*, quaint) is a famous collection of **sculptured stones** in a museum, specially built for them by Sir Geo. Kinloch, a little W. of the station and close to the church. They number, including fragments, twenty-two, and most, if not all, of these are of Christian character—slabs with Celtic crosses on one side and mysterious interwoven and knotwork symbols—fish, serpent, spears, etc., on the other. Their date is disputed—most authorities assign the 7th, a few the 11th, cent. On one that was destroyed when the old church was burnt down in 1869 was represented a chariot with two horses, a driver, two passengers and several grotesque animals. No. 1 measures 8 by 3½ feet. Note also No. 9 (finely preserved) and No. 21, the most puzzling. See "The Sculptured Stones of Meikle," by A. S. Aglen, Rector of the Parish.

Alyth Junction to Alyth, 5 m. **Alyth** (Hotels:—*Airlie Arms, Commercial*: Pop. 2,000) is a featureless town. It has a Jubilee Public Park. As a rallying-point for Glen Isla, the most westerly of the Forfarshire glens, it is interesting to tourists.

Beyond Mount Blair (14 m.) there is a carriage-road leading across a gap in the hills to Glenshee. Above that the glen is a *cul-de-sac* except to pedestrians, who may enjoy a long but interesting walk to Braemar. Those who cross into Glen Shee are strongly advised to go over the top of Mount Blair, a very easy and remunerative ascent, as described below. The only hotel is at Kirkton, 10 miles from Alyth. Glenisla is famous for its plants and ferns (holly and *viride* amongst them), the Caenlochan glen at the head of it, 10 miles above Kirkton, being specially noted.

N.B. In Scotland, where a glen, or a loch, and a parish have the same name, the glen and loch are usually spelt as two words, the parish as one, *e.g.*, Glen Isla, the valley; Glenisla, the parish.

Airlie Castle (grounds open Tu. and Sat.) is 5 miles by road N.E. of Alyth. Two miles from it and reached by path is a fine sandstone river-gorge, the **Slug of Auchrannie**. This excursion may be combined with the Reekie Linn in a drive of 16 miles, passing the *Loch of Lintrathen* half-way.

Alyth to Glen Isla, Mount Blair, Glen Shee and Braemar.

Alyth to Reekie Glen, 4 m.; Kirkton of Glenisla (Hotel) 10; top of Mount Blair, 14; Persie Inn, 20; Bridge of Cully (Tem. Inn), 23; Blairgowrie, 29. Coach once or twice daily to Kirkton.

— *Top of Mount Blair to Spittal of Glenshee Hotel, 1½—2 hrs.*

— *Glenisla Hotel to Braemar, 10 hrs. Distance, about 25 m.*

Proceed through the town, turning to the right at the end of it, and again to the left shortly afterwards, so as to go by the old road over the *Hill of Alyth* (966 feet). About 3 miles from Alyth, at the foot of the far side of the hill, the road forks. Take the right-hand branch, and in another mile, just beyond a gentleman's house and opposite a road on the left, turn up a short lane through a farm-gate. At the end of this lane a wicket on the left opens on to a gravel walk leading directly to the Reekie Linn.

The **Reekie Linn** is commenced by the Isla taking three plunges to a depth of some 60 feet after a comparatively peaceful course through the open fields and moorlands of Glen Isla. The sides of the Linn are richly wooded, and the walk, which is along the south side considerably above the water, is continued for some distance. The whole scene is a charming little relief to what has been so far a dull walk.

From the Linn return to the high-road, and proceed by the cross-road already mentioned as being opposite to the farm-gate, joining another high-road, coming also from Alyth, just beyond a new chapel. Follow this high-road for four miles, ascending a round hill (*Druim Dearg*, the "Red Ridge," 1,487 feet) passing close to its summit, opposite to which take a track to the right leading sharply down to *Kirkton of Glenisla*, and crossing the stream by a bridge a short distance beyond the inn. From *Druim Dearg* there is a fine all-round view. Mount Blair rises in front to the left of the glen. If, instead of descending to Kirkton, you keep on the main road, you will save nearly a mile, but miss your inn.

The **Glenisla Hotel** is a comfortable little house in the garden of which

the fern-gatherer will be interested to notice the real holly fern and its usual little satellite, the green spleenwort. Note the monument on the hill opposite.

Nearly two miles beyond the inn the river is again crossed by a stone bridge, and the road by which you would have come had you not visited the Kirkton, rejoined. Proceed along this road for a short distance and then commence the ascent of Mount Blair by a few yards of lane leading to some farm-buildings called *Alrich*.

Over the hills to Braemar. (9 hrs.; 25 m.—from Kirkton of Glenisla.) The Braemar-bound tourist must proceed up Glen Isla. In a little over two miles, just after leaving a cross-road to Glen Shee on the left, he will pass the ruins of *Forter Castle*, a rectangular tower of great strength, destroyed by the Duke of Argyll in 1640, and supposed to be referred to in the following lines—

“the great Argyll wi’ a’ his men
Cam’ to plunder the bonny house of Airlie.”

Three miles further the *Cally Burn* forms some picturesque falls near its junction with the Isla, and in another 2 miles the shooting-lodge of *Tulchan* is passed at the foot of Glen Brighty. Still following the course of the Isla, the road proceeds for another mile and then strikes up to the left by a small stream (*Glas Burn*) for the ridge of *Monega* (Highmoor) Hill, 2,917 feet. There is a path all the way, due, in a great measure, to the smugglers of a bygone day, and thereby exemplifying the Shakespearian maxim that there is “good in everything.” The present inhabitants maintain their right of way in the teeth of the exclusive propensities of deerstalkers; and the route is further indicated in some parts by large stones reared up the side of it. On the right, immediately under Monega Hill, the tourist looks down into the *Caenlochan Glen*, at the head of which he crosses the main ridge separating Glen Isla from Glen Shee and Glen Clunie, passing below and to the right of the summit of *Glas Meal* (“Grey Hill,” 3,502 feet). At the top of the ridge the mountains on the far side of the Dee valley come into view, Ben Muich Dhui and his “suite,” or rather “peers,” conspicuous amongst them. A sharp descent of about 2 miles brings us into Glen Clunie at a point about 8 miles from Braemar.

Over Mount Blair to Glen Shee and Blairgowrie.

Distances, see p. 87. Afternoon car from Cally Bridge to Blairgowrie.

From Alrich there can be no difficulty in scaling *Mount Blair* (2,441 ft.). The best plan is to make for about the middle of its eastern shoulder, from the ridge of which an easy climb will place you on the top about an hour after commencing the ascent.

The chief features in the **view** are the valleys of the Shee and the Isla, close at hand on either side. The absence of lakes in the eastern recesses of the Grampians places the views from their chief heights at a great disadvantage when compared with their western rivals, but this defect is to some extent compensated for by the verdant beauty of the valleys, nowhere more noticeable than from this particular height. There is also a fine mountain view, *Glas Meal* and *Lochnagar* being prominent in the north, Ben Vrackie due west, with Ben-y-Gloe on its right, and a possible glimpse of Ben Nevis over its western shoulder. Southward of Ben Vrackie, and much farther away, Schiehallion rears its tapering cone, with Ben Lawers on its left. Then, southwards, Strathmore extends—rich, flat, and wide—with the Sidlaws immediately behind it, and the Ochils farther away on their right. Eastwards we descry the lofty spire of Montrose and the German Ocean.

The descent towards either the Spittal of Glen Shee or Blairgowrie is as simple as the ascent. For the former, which the writer has only examined from the top, pursue a north-westerly direction, commencing in the line of a rail fence; for the latter, a south-westerly, leaving the southern arm of the mountain on the left. A burn is crossed, and a cart-track entered just beyond a slight rise on the other side of it. The cart-road passes some farmsteads, beyond which is a bridge across the Shee Water, by which a road passes at once on to the main road of the valley at a point about a dozen miles from Blairgowrie. In about four miles more an inn, the *Persie Arms*, is passed on the right. Between it and Blairgowrie there is only a Temperance house—the *Invercauld Arms*—at Cally Bridge, 6 miles short of Blairgowrie. As temperance

folk can always get their favourite "sustainers"—milk and lemonade, to wit—at licensed houses, it seems strange that they should require an extra set of resting-places for themselves, where people of a different persuasion cannot get theirs. Sauce for the goose is sauce for the gander. We refer to out-of-the-way localities only, where it is "Hobson's choice" with the tourist.

The scenery at and about *Cully Bridge* is very picturesque, the river *Archie* flowing far below through a wooded dingle to its confluence with the Shee Water, the united streams flowing thence by the name of the *Ericht*. The road ascends again, forming a kind of terrace and looking down about three miles from Blairgowrie into a deep ravine, at the bottom of which the Ericht flows between perpendicular rocks and thick-growing woods. *Craighall* (p. 115), on the opposite side of the ravine, occupies a singularly bold and picturesque site. Beyond it the road descends to and crosses the river, keeping it on the right until it joins the Blairgowrie and Alyth highway, a short distance to the east of Blairgowrie Bridge. For **Blairgowrie** and the routes thence see pp. 115, 131.

Main Route continued. Beyond Alyth Junction the ruined watch-tower on Kilpurney Hill (1,134 ft.) is a conspicuous object. The country through which we are now passing—Strathmore, the "big valley"—is a rich corn-growing district. At *Eassie* (24 m.) the ruined kirk is close to the line on the left, and beyond *Glamis* (27 m., *pron.* almost "Glaams") the pinewoods in which is *Glamis Castle* (*below*) are passed on the right.

Pedestrians wishing to see Glamis should leave the train and walk through the Park, past the front of the Castle to the village (*small inn*), 2 m. The park is entered a short distance from the station. The road on to Forfar is dull.

Forfar. (32 m.; *Jarman's*, opp. sta. gates; *Royal, County*, $\frac{3}{4}$ m. away, 'buses.) A thriving town, with nothing to interest the tourist unless it be the "witches' bridle"—a gag placed in the mouths of women condemned to the stake for witchcraft. It is in the Public Library at the Town House. The cemetery above the town contains a statue of Sir Robert Peel. *Route continued on p. 91.*

Glamis Castle (Earl of Strathmore), 6 m. *Open on Fridays.* This splendid baronial mansion, on the site of which, says tradition, Malcolm II.—not the "gentle Duncan"—was murdered, is visited by carriage from Forfar. There is a small inn in the village, 2 miles from Glamis Station and 1 from the Castle. The "Lion Cup" of Glamis, we are told, was the original of Scott's "blessed bear of Bradwardine" in *Waverley*. The Great Hall, bearing date 1621, the kitchens, the room in which Malcolm was murdered (!), Scott's bedroom, and the dining room are shown, and a staircase leads to the top of the castle (fine view). We also read that the Chapel was painted by an ancestor of De Wet—a name familiar with British Boar-hunters, at the modest remuneration of £35. In 1866, when the Chapel was reopened, the paintings were cleaned and varnished. The building as a whole is, perhaps, the most pronounced example of its style extant. Admission (under special circumstances) on other days by application to E. Ralston, Esq., Factor, Glamis.

Forfar to Kirriemuir (rail), 6 m. **Kirriemuir to Clova** (*Ogilvy Arms*) **Hotel** (road), 15 m; **Braemar** (*bridle-path*), 34 m; **Ballater**, 34 m.

This is a very good route for such as wish to explore those parts of the Eastern Grampians that occupy the confines of Aberdeenshire and Forfarshire; in fact it is the only one in which hotel accommodation enables the tourist to break the journey into two comfortable halves. There is a capital country hotel at Clova, beyond which it is a walk of from 6 to 8 hours to Ballater or Braemar. The right of way is in both cases undoubted, that to Ballater having never been disputed, while through the efforts of the *Scottish Rights of Way Society* the road to Braemar was declared open to the public in March, 1887. We advise tourists to hire from Kirriemuir to Clova. (*Pair-horse*, 27s. 6d. *inclusive*.)

The journey may also be commenced at Brechin, whence it is 23 miles to Clova, the road joining that from Kirriemuir at Cortachy, 10 miles short of Clova. There is, however, nothing in the scenery to compensate for the extra

distance. The Clova district is specially interesting to the botanist. It is one of the few habitats of the holly fern.

Route. The Kirriemuir branch leaves the main line 3 miles on the Perth side of Forfar and then winds up to the remote little town of **Kirriemuir** (Hotels:—*Airlie Arms, Ogilvie Arms*; $\frac{1}{4}$ m. from station; very fair country houses). The town is a minor seat of the linen manufacture and is built almost entirely of red sandstone. Though its houses are mostly modern, the ramifying little streets give it a touch of quaintness. There is a wide view over Strathmore from the cemetery on the *Hill of Kirriemuir*, a good half-mile N.E. of the centre of the town. *Eng. letters arr. abt. 7.30 a.m.; desp. 1.30, 5.40 and 6.50 p.m. Sundays open, 12.30—1.15.*

The novelist Barrie draws attention to the town under the name of "Thrums."

Kirriemuir to Clova. *Coach*, abt. 9 a.m., except F.; starting back abt. 4 p.m.; 2s.; ret., 3s. Also to *Glen Prosen* (20 m. out and in), W. & Sat. 2s. ret. and to *Glenisla* (Th.) 28 m. out and in, ret. 3s. Going northwards by the road that leaves the Crown Hotel on the left, we climb a long street, and, quitting the town, get a good retrospective view extending to the Ochils and including the peak of Ben Vorlich in the south-west. Then (1 m.) our route turns left at cross-roads, and again right at the end of a plantation, $1\frac{1}{2}$ m. further. The next few miles are featureless. About 4 miles on the way the Prosen Water is crossed, and half-a-mile further the Clova road turns square to the left.

. The road onward descends to *Cortachy Bridge*, over the South Esk, on the near side of which are *Cortachy Church* and the entrance to *Cortachy Castle* (Earl of Airlie), an almost entirely modern mansion with a keep-tower more than 100 feet high. Over this bridge comes the route from Brechin.

Half-a-mile beyond the above divergence the road, after again bending to the right, reaches **Dyke Head** (*Tel. Off.*), where is the *Royal Jubilee Arms*, a road-side house with a beer-and-porter licence, a sitting-room and a hammock.

. Just beyond this inn the road up **Glen Prosen** goes off on the left. This glen is better wooded than Glen Clova, but far less bold at its head, whence 5 m. from Dyke Head the visitor may find his way (by inquiry—the Inchmill Inn is closed) either into Glen Isla on the left or Glen Clova on the right.

A few yards beyond the "Hotel" we leave the road into Glen Prosen on the left and continue for 3 miles well up on the west side of the South Esk through a country sprinkled with fir-plantings. The stream below looks very fishful. Then come several miles of dreary country in which trees are few and the river winds with sluggish course through bare marshland. When the water is up, carriages cross the stream by a stone bridge about the commencement of this part, but pedestrians may as well continue by the somewhat shorter route along the west side of it. In either case, as the valley bends to the left in about 3 miles, where the white shooting-lodge of *Rottal* is passed, the finer scenery surrounding its head comes into view. The barrenness is relieved by a few patches of native wood growing on knolls which have the appearance of moraine heaps; the hills close in loftier and steeper, and contrast with the lighter verdure of the strath. A welcome feature in the scene is the little **village of Clova**, with its kirk, manse, stump of a castle, and picturesque *hotel*, whereat every tourist will halt awhile before pursuing his adventurous way over the hills beyond. It is about 950 feet above the sea.

There is a distinct resemblance between the upper parts of these East Grampian glens and the valley-heads of Westmorland, and if the tourist wish to see a lakeland tarn, he should climb by a path from the south side of the Clova Hotel to **Loch Brandy** (2000 ft.; $1\frac{1}{2}$ hrs. up and down, good trouting). There is a fair path skirting a plantation, and afterwards indicated for some way by poles. Crossing the *col* beyond you can reach Loch Lee (p. 93).

From Clova the carriage-road is continued along the narrowing and perfectly flat strath to *Braedownie Farm* (3 m.), where it crosses the river, and then comes to an end at the conspicuous shooting-lodge of *Glen Doll*. For Ballater (*see below*) do not cross this bridge, but for **Braemar**—

(a) *Shortest route.* Cross the bridge, pass the shooting-lodge, and beyond it follow a good bridle-path up *Glen Doll*, keeping its stream, the *White Water*, on the left. This path continues for 3 or 4 miles, climbing in its latter part what is known as *Jock's Path*; beyond it bear rather to the right, but still keep the *White Water* in view, and you will soon reach the top of the ridge separating

Forfarshire and Aberdeenshire, crossing it a trifle nearer the peak of the **Tolmount** on the left than the *Knaps of Fafernne* on the right. The path is very intermittent, but poles and stone "men" direct you up to about this point, where care is needed to avoid dropping to the head of Glen Esk on the right, and so getting back to Clova. Bearing slightly to the right to avoid precipitous ground, you will see *Glen Callater* below, hemmed in by Cairn Taggart on the right and Cairn-na-Glasha and Cairn-an-Tuirc on the left. In descending keep the stream on the left, and you will enter a carriage-road at *Callater Lodge* at the far end of *Loch Callater*, a good 5 miles short of **Braemar** (see p. 114).

(b) After crossing the bridge at Braedownie keep up the main valley of the Esk, by the water-side, under the cliff of Craig Mellon. You will join the old cart-track, which does not cross the bridge but fords the stream $1\frac{1}{4}$ m. higher up, and proceed by it to *Bachnagairn*, a disused shooting-lodge (1,500 ft.). Just here the sameness of the dark valley is broken by a fir-planting, in the midst of which the Esk makes a fine fall. The path, after ascending through the firs, bears to the left. Then, passing *Lock Esk*—a small tarn on the right—you will enter (a) route a little short of the **Tolmount**. This is the clearer path up to *Loch Esk*.

To Ballater. At the Braedownie Bridge (not to be crossed) the road becomes a cart-track, and $\frac{3}{4}$ m. further, just where a plank foot-bridge crosses a rill, the Ballater track slants up *Capel Mount*. It is very indistinct at the turning point, but may be clearly seen on the hill-side above. It soon crosses *Capel Burn*, which it keeps for some distance just below on the right. On the ridge to the left you will notice a cairn, and it is worth while to turn aside to this to look down into the wild upper valley of the Esk—very black-looking except when the heather is in bloom—relieved only by the fir-woods of *Bachnagairn*. The pointed hill to the right of it is the Broad Cairn, and, more to the right, *Lochnagar* now asserts its supremacy. The abrupt cliff of Craig Mellon is a striking object behind.

The moorland has now to be crossed for several miles. The track is clear enough, and further indicated by poles at $\frac{1}{4}$ mile, more or less, interval and, now and again, a cairn. Any deviation from it simply swamps you. The mountain right ahead is Morven, beyond Ballater, and a glimpse is caught of the precipice-guarded Dubh Loch under the Broad Cairn. Then, as the descent fairly begins, **Loch Muick**, lying far below on the left and flanked on both sides by heather-clad scree, bursts into view—the finest sight on the route. At its far end is the handsome royal shooting-lodge, *Glassalt Shiel*. Descending to its level a little beyond the foot of the loch, we enter a rough granite road, and for three long miles traverse the desolate upper part of Glen Muick, sacred to deer. In front the glen narrows into a ravine down which, with fir-trees growing from the water's edge, the river becomes a torrent, and forms the picturesque **Linn of Muick** (p. 107). The fall is well seen from the road, and the rest of the way to Ballater (6 m.) passes through native wood (chiefly birch), and affords in the intervals charming views across the valley. A mile short of Ballater, after passing Glen Muick House and Church on the right, we are close to the meeting of the Dee and the Muick. **Ballater**, p. 106.

Main route continued. A mile beyond Forfar, on the right hand, the tower and short spire of *Restennet Priory*, a 13th-century building, rise from a fir-planting, and a mile or two further we skirt *Rescobie Loch* amid park-like scenery. Beyond it on the same side *Guthrie Castle*, ancient with modern additions, is seen, and we reach **Guthrie Junction** (for **Arbroath**, 8 m., see p. 85). In another 5 miles, a little short of the crossing of the South Esk, the towers of *Kinnaird Castle*, the splendid modern seat of the Earl of Southesk, are well seen on the left. The demesne is finely wooded, and contains a large deer-park. The *Bridge of Dun* is seen on the right as we approach the station of that name. *Route continued* p. 94.

Bridge of Dun to Brechin (rail), 4 m.; **Edzell**, 10; etc.

Edzell to Tarfside (road), 12 m.; **Loch Lee**, 16; **Ballater** (track), 30. For Coaches from Brechin and Edzell see yellow pages.

To the enterprising tourist this route opens up as extensive a region of picturesque country and as great a variety of interesting objects as any that has hitherto remained only locally explored in Britain. The antiquarian will rejoice in the Caterthuns and the round tower of Brechin; Edzell Castle is attractive in itself, and historically; the wooded glen of the North Esk from Edzell for 3 miles upwards affords one of the loveliest walks imaginable; the valley above abounds in sudden transitions, and the walk from the Queen's Well over Mount Keen to Ballater will delight a stalwart mountaineer.

Route. From Bridge of Dun the railway rises to Brechin, affording a good view of Kinnaird Castle on the left.

Brechin (*Commercial* (B. & A., 3s. 6d.), *Crown, Dalhousie Arms*, 6 min. from Sta.; *buses*. Pop., 9,000) is the most pleasingly placed of the linen towns. Its site slopes to the South Esk and its environs are richly wooded. The one great object of interest, however, is the Round Tower at the Cathedral, which is a few minutes' walk beyond the hotels. The *body* of the **Cathedral**, till lately down-right ugly, has just been restored. The *chancel* is in ruins, four pointed windows—three north and one south—being about all that remains. Close to it is a *mortuary chapel*, with the inscription, "Speid of Ardovey, MDXIX." At the west end the tower with a short spire, a doorway with a cinquefoil niche, and a window are good Decorated. Adjoining the Church here is the **Round Tower**, perfect and nearly 100 feet high. It is probably 800 years old. The doorway is 6 feet above the ground. Over it is a crucifix, and on either side the figure of a Saint. There are many very old tombstones, one memorial in the north-west angle, bearing date 1647, being remarkable. Beside it is a grey granite column to Lord Panmure (1852). A modern inscription south of the Church conveys a useful moral:—

"Ye children who this motto read,
I pray you to your ways take heed;
And do not do as some have done—
Hurry your mother to her tomb."

Five minutes' walk beyond the Cathedral we come to the entrance (*L.*) of **Brechin Castle** (Earl of Dalhousie), a plain mansion embowered in trees. You may walk through the grounds, which are picturesque but not remarkable.

At **Aldbar Castle**, 3 m. S. by road, there is a very pretty "den," in which are an old chapel and burying-ground.

The **Caterthuns**. These are 5 miles from Brechin and Edzell. The road, which is pretty direct from Brechin, crosses the *col* between the round hills on which stand the chief two, and which, as outposts of the Grampians, afford extensive views over Strathmore in one direction, and up the West Water into the heart of the higher hills in the other. On the exact origin of these Caterthuns (or dunes) we do not presume to offer an opinion. They consist of vast concentric circles or ovals of loose stones thrown confusedly about so as to afford only a general idea of the original plan. The larger, on the left, is called the *White Caterthun*, and is locally considered of British origin. That on the right is the *Brown Caterthun*. They are nearly 1,000 feet above the sea—700 above Brechin. On the next height, *Lundie Hill*, are remains of the same kind.

(Going direct from Brechin to Edzell the tourist should decidedly ride (6 m.; abt. 8 trains a day in 19 min.).

Edzell (Hotels:—*Glenesk* (B. & A., 4s.), *Pannure Arms*) is in high repute locally from its open, healthy situation by the side of a fir-planted common. It is laid out in parallel streets of low sandstone houses. The *Pannure Arms*, recently enlarged, is at the far end of the main street; the *Star* in a parallel street on the left. The North Esk flows within $\frac{1}{4}$ m. east of the village, and the beauties of the valley begin at once. There is a golf-course close by.

Edzell Castle, $\frac{1}{4}$ m. west by the cross-road from the Pannure Arms, is worth a visit. It rises among the sycamores to the right of the road, and was a seat of the Lindsay family. The young Earl of Dalhousie is now proprietor. The ruins consist of a plain *keep*, connected by fragments of the *State Apartments* with a round tower, in which, as at Stirling, there is a "Queen Mary's Look-out." The most unique feature, however, is the grass-grown garden on the south side, smooth as a bowling-green, and surrounded by walls with square holes (for flowers) and figures of the virtues, sciences, &c. The date, 1604, and the arms of Sir David Lindsay are over the doorway.

The "**Burn.**" This is the name of a property (Col. Mc Ilroy, 'C.B.) on the **North Esk** containing one of the most charming little sandstone glens in Scotland. The folly of trippers has necessitated a certain curtailment of privileges once granted, but the sensible tourist need only apply for a ticket (M. Th. Sat.) to enable him to enjoy the beauties of the glen.

There is a public path along the near (W.) side of the river from Edzell starting by the Pannure Arms to Gannochy Bridge ($1\frac{1}{4}$ m.), from which the view up and down-stream is charming. The river, nearly blocked by a projecting platform of rock above rushes between glowing sandstone cliffs covered with timber, chiefly beech. Across the bridge is the lodge of the "Burn"—whence the road up to the mansion (N.) is strictly private, and the path (S.) by ticket only.

Return by road towards Edzell for 250 yds.; take a "V" turn to the right (to this point you may have come direct by road from Edzell), and then, 250 yds., a foot-path to the right which takes you near the river-side to $\frac{1}{2}$ m. "Loups" (Suspension) Bridge. Crossing this, you proceed (again by ticket) along the east side of the stream. At the crossing the channel is confined to a very narrow gorge by a low abutment of pudding-stone rock. The wood on the other side ceases for a while, and, on the one we are taking, becomes more varied, holly appearing amongst it. Then the rocks rise again on the far side, and we overlook, perhaps, the gem of the whole—a little skerry with a larch or two on it, rising from mid-stream at a bend of the river. Beyond this our path is partly overhung by rock, and we emerge on to the high-road close to a ruined stage and 3 miles from Edzell. N.B.—If the Loups Bridge is out of repair, leave may be obtained to proceed along the other side.

From Edzell the tourist may reach **Aboyne** (28 m.) or **Banchory** (24), see p. 105, by carriage-road over *Cairn o' Mount* (see pp. 105, 106), but the finest route is,—

Edzell to Tarfside, 12 m.; Loch Lee, 16 m.; Mount Keen, 22 m.; Ballater, 30 m. Carriage-road for 17 m.; thence bridle-track.

Coach to Invermark (M., W., Sat.) about 8.45 a.m., starting back 3.30 p.m. To Tarfside only, 12 noon (daily), ret. coach 7.30 a.m.

A good country inn (of the Clova kind) is all that is wanted to make this one of the most popular routes over the Eastern Grampians. The scenery is beautiful and varied. From Edzell you may enter the Esk glen (p. 92) at once, and continue along it for 3 m., or you may join it at the Lodge on the far side of **Gannochy Bridge** (1 m. The road turns left a little beyond the Lodge). The latter course is best for those going the whole distance.

Issuing from the walk along the "Burn" on to the high-road again you soon find yourself traversing a region of mountain, stream, heath and birch, which are the essential parts of a Highland glen; but this route is remarkable for its unexpected transitions, and two miles further the road slightly falls into a fertile strath that might grace a western shire of England. At the end of this is the house of *Fernybank*, beyond which the old road crosses the hill, and passes a monument that has been prominent for some distance back. It is a Masonic tower, called *St. Andrew's*, and erected in 1826. The newer road follows the bend of the river to the left from Fernybank, and commands a fine view across it, wildness being once more its characteristic. Very soon, however, a second stretch of well cultivated and wooded land opens out in front, and a couple of miles further we come to **Tarfside**, where light refreshment may be purchased at the Post Office. Tarfside has two churches and a number of little farm-houses. On a hill just beyond stands a large triangular *cairn* of the *Maule* (Dalhousie) family. There is a direct track passing near this, but the carriage-road still follows the course of the river, and in 4 miles reaches **Lochlee Church** (900 ft.; there is no village), a little above which, on the left, is **Invermark Lodge** (Earl of Dalhousie).

Loch Lee, a mile to the left, is a good fishing loch, and its speciality is char. On its east bank is the old kirkyard, with a monument to Alex. Ross, poet and schoolmaster (1699-1784); and at the west end a farm-house—a favourite resort of the late Dr. Guthrie. The Clova Hotel is about 10 miles S.S.E., over the hills—a rough walk, by *Loch Brandy*, p. 91.

A little beyond Loch Lee the carriage-road ceases, and a mile or so further you come to the **Queen's Well**, the superstructure of which was erected in honour of a visit on the part of Queen Victoria in 1861. It is an open dome of stonework. At the cottage of *Glenmark*, a little further on, it is as well to "speer" of the keeper. The track beyond winds up **Mount Keen**, and in

its latter part is called the *Ladder*. The ridge separating Forfar from Aberdeen is crossed at a height of about 2,500 feet, and from it a descent is made to the *Water of Tanar*, which is crossed 1,235 feet above the sea. Thence the track ascends 500 feet, and in the last few miles becomes a road which reaches the Dee valley at the *Bridge of Muick*, $\frac{3}{4}$ m. short of **Ballater**.

Edzell to Fettercairn, $4\frac{1}{2}$ m. (coach abt. 11.15 a.m. and 3 p.m.); and **Banchory**, 24 m. A very pleasant drive, but with no inn between Fettercairn and Banchory. The road crosses Gannochy Bridge (*above*), and enters **Fettercairn** (*Ramsay Arms*, c.t.; B. & A., 3s. 6d.) by the sandstone arch, erected over the bridge in honour of a royal visit paid in 1861. The mansions of *Fettercairn House* (r.) and *Fasque* (l.; Sir John Gladstone) are then passed. The ruins of *Kincairdine Castle* are on the right, $\frac{3}{4}$ mile away, almost opposite the latter. Here John Baliol signed his abdication at the bidding of Edward I. Then, beyond (8 m.) *Clattering Bridge*, where the *Slack Burn* after flowing some way underground joins the other stream, we climb steeply to **Cairn o' Mount** ($10\frac{1}{2}$ m.; 1,450 ft.), whence is a fine view, especially southward, to Montrose. Descending, we cross (14 m.) *Bridge of Dye*, close to Glen Dye Lodge and, recrossing the river at *Bogendreep Bridge* 4 miles further, pass through the village of Strahan ($20\frac{1}{2}$ m.) and along Feughside to *Bridge of Feugh* and **Banchory** (p. 105).

Main Route continued. Beyond Bridge of Dun we have on the right the wide inland estuary of the South Esk with the bridges and the graceful tower and spire of Montrose Church on the far side of it. The junction for Montrose is **Dubton**. (*For the town of Montrose, see p. 85*). The large building passed on the left a little further is the *County Lunatic Asylum*, beyond which the line bends to the left by the side of the North Esk and crosses that river into Kincardineshire a little short of *Marykirk Station*. **Laurencekirk** (59 m. Hotels:—*Gardenstone Arms*, B. & A., 3s.; *Royal*) is the next station. Garvock Hill (r.) is crowned by a tower, and on the left is a wide view extending to the eastern outposts of the Grampians. The one more prominent than the rest, seen about 3 miles beyond Laurencekirk over Fordoun Church, is *Kerloch* (1,747 ft.), and beyond *Fordoun Station*, some way to the left after we reach the Bervie stream, is *Monboddo House*, where Johnson and Boswell dined, and which the latter in acknowledgment described as a "wretched place."

After ascending by the Bervie Water and passing *Drumlithie*, the line soon begins its descent seawards again alongside the *Carron Water*—a very pretty bit. *Fetteresso Castle*, flat-topped, is passed on the left, and a little further the auld *Kirk* and *burying-ground*, on the same side. *Urie House*, the mansion of Alex. Baird, Esq., is seen over the trees beyond.

Stonehaven (Hotels:—*Royal*, *Station*, *County* (Temp.; B. & A., 3s. 6d.); *buses*; Pop. 4,600) is the capital of Kincardine. It is some way east of the station, and is seen to great advantage after we have crossed the *Cowie Water*, a mile beyond it. Here—

abouts, too, we pass the ruins of Cowie Kirk, and get a view of *Dunnottar Castle*, which lies 2 miles south of Stonehaven, and is perched high up on a projecting cliff.

The ruins of **Dunnottar Castle** are very fragmentary, and in style and in situation resemble those of Dunluce Castle on the coast of Antrim. The rock on which they stand is washed on three sides by the sea, and the fourth side is cleft by a deep chasm. During the stormy times of the Commonwealth the Regalia of Scotland found a safe refuge here (*see p. 19*).

Hence to Aberdeen the railway, except for about 4 miles, keeps near the edge of the cliffs and affords a fine sea-view, the rocky coast being broken by numerous little gullies. **Findon**, which is passed on the right 3 miles after quitting the sea, stands godfather to the famous "*Finnan Haddies*"—nowhere better understood than at Aberdeen. Beyond it we overlook the sea again and, sweeping suddenly to the left round *Nigg Bay*, with the ruins of *St. Fittick's Church* near the shore and the *lighthouse* on Girdleness Point beyond, cross the Dee—a noble stream spanned by two fine bridges—on the right, and enter **Aberdeen Station**. (*Ref. Rms.*)

Edinburgh to Dundee (59 m.) and Aberdeen (130½) by Forth and Tay Bridges. (Maps opp. pp. 5 and 75.)

About 7 express trains a day in 3¼-4¼ hrs.

This is a continuation of the East Coast and Midland routes from England to Edinburgh. The Forth Bridge route from Glasgow joins at Dalmeny, 9½ m. from Edinburgh, but the expresses from Edinburgh and Glasgow run independently as far as Dundee, where there is usually a halt of from 8 to 15 minutes. The distances from Glasgow are—to Dundee, 87 m.; Aberdeen, 158.

The line branches from the Perth route (*p. 75*) at Inverkeithing (13 m.), and, passing *Aberdour* (17), with a ruined castle on the right, reaches the north shore of the Forth 2 miles short of *Burntisland* (20 m.), whence there is still communication by steam-ferry with Granton. Then it keeps near the shore past (26 m.) *Kirkcaldy* to *Dysart* (28), from which station it runs inland past **Thornton Junction** (31; *ref.-rm.*), *Lady Bank Junction* (39), *Cupar* (45), and **Leuchars Junction** (51; *Ref.-rm.*). From the Junction it is half-a-mile, rail or road, to the village (Old Leuchars Sta.). *Ye Old Hotel* close by.

Leuchars Church. This is seen some way northwards as we proceed along the branch towards St. Andrews. It is a most remarkable building. The chancel, terminated by a dome-crowned apse, is of the early part of the 12th century, and in its two rows of arches, one above the other, displays, perhaps, the truest specimen of Norman architecture in Scotland. A modern nave, however, has been added with an utter disregard for beauty or proportion.

From Leuchars a branch, 4¾ miles in length, goes to **St. Andrews** (*p. 96*), passing, at 1½ miles, *Guard Bridge* Station, close to which, on the right, is the bridge built in the 15th century, and repaired by Card. Beaton.

At **St. Fort** (55 m.) we enter the **Tay Bridge**, described on page 84. There is a fine view both up and down the estuary in crossing, Dundee looking its very best; Broughton Ferry beyond it, with Newport and Tayport on the opposite (south) side.

For Dundee *see p. 83*; route on to Aberdeen, 85.

St. Andrews.

Map opp. p. 5.

Hotels:—*Grand*; *Marine*; both first class and facing Links, $\frac{1}{4}$ m. from station. *Golf* (smaller), facing Links; *Alexandra*, close by station, $\frac{1}{4}$ m. from Links (quiet family); also (Fam. and Comm.) *Royal*, South Street; *Cross Keys*: (B. & A., 2s. 6d.), *Star*, Market Street; *Imperial*, North Street; *Waverley Temp.*, Market Street; 'buses meet the trains. Plenty of lodgings.

Routes: From **Edinburgh** (Waverley) by Forth Bridge and Leuchars Junction 56 m.; or by coast-line; from **Stirling** (rail) by Rumbling Bridge, Kinross (Loch Leven) Ladybank Junction and Leuchars Junction, 65; from **Perth** (rail) by Ladybank Junction and Leuchars Junction, 36; from **Dundee** by Leuchars Junction (rail), 13.

* * * For *Golf* see p. 99.

The historical and architectural interest of this famous University induces many tourists to diverge from the direct route to the Highlands in order to visit it. The town is a well-built one, with fine, spacious streets—the chief one, South Street, much improved by an avenue of trees—and a wide expanse of open sea in front of it. Of the above-mentioned routes to it, the only one possessing special attraction for the tourist, except for a pretty bit between Perth and Newburgh, is that from Stirling, which we have described (p. 63).

History. Setting aside myths, we are told that the See of St. Andrews was founded in the 8th century, by Angus, a Pictish king, who "transferred the mother-church from Iona, and adopted St. Andrew as its patron Saint, instead of St. Columba." (*Murray*). In 1471 it was made an Archbishopric. The oldest building still extant in the city is probably the **St. Regulus**, or **Square Tower**, one of the most conspicuous objects in it, and erected by Bishop Robert in the middle of the 12th century. This tower stands in the Cathedral enclosure. The **Cathedral** itself was commenced a few years later by Bishop Arnold, but not finished till 1318. The signal for its demolition is said to have been a series of characteristic discourses by John Knox, in 1559, and from that time till the last century the work of destruction was carried on by the appropriation of its stones for all manner of secular purposes. This abuse was put an end to by the Woods and Forests, the present holders, in 1826. The **Castle**, which abuts on the sea, was originally founded in 1200 by Bishop Rodger, but was entirely rebuilt by Bishop Traill nearly two centuries later, having been destroyed from the fear of its being taken by the English. In it the celebrated Cardinal Beaton was murdered in 1546 by a number of the followers of George Wishart, who had been burnt for heresy. The murderers, assisted by Knox, successfully defended themselves within its walls for more than a year, until a successful attack was made upon it by French and Scottish troops, and the garrison were sent as prisoners to Nantes. After the Gowrie conspiracy,



Copyright



James VI. took refuge in it, but soon afterwards it was deserted and gradually fell to ruin.

The **University** was founded in 1411 by Bishop Wardlaw, and is the oldest in Scotland. It consists of three Colleges—*St. Mary's*, entirely devoted to Theological studies, and *St. Salvator's* and *St. Leonard's*, which were amalgamated in 1747 under the name of the *United Colleges*. The present buildings, being more or less modern, call for no further description than we shall give in our walk through the city.

St. Andrews was in the thick of the religious strife of the Reformation period.

Walk through the Town.—From the station, which is 10 minutes' walk from the centre of the town, and nearly a mile from the cathedral ruins, either a 'bus may be taken to one of the hotels, or the walk commenced at once. In the latter case cross the **Links**, or follow the road to the *Golf Club House*, which is conspicuous close to the sea. Golf is the ruling passion of St. Andrews, and the Links are often teeming with people of both sexes, all ages, and all classes occupied with the favourite pastime, which one can hardly distinguish as Scottish any longer.* A little beyond the club-house, we come upon the *Martyrs' Memorial*, a plain obelisk in memory of four victims to religious bigotry, who perished at the stake between 1528 and 1558,—George Wishart among them.

A little projecting rock opposite this, is called the *Step*, and is a favourite bathing place. Then, continuing our walk along the *Scores*, as the Promenade is called, we come to the **Castle** (*admission free*). Situation rather than architecture is the feature of this shell of a building. There is some tracery in the walls, but the only object of special interest is the *Bottle Dungeon*, so called from its shape. A guide keeps the key, and displays its depth (25 ft.) by letting a lighted candle down its neck. The view from the railings of the Castle enclosure includes the estuary of the Tay, with the Sidlaw Hills behind Dundee, and a low line of coast stretching northwards. In clear weather, the Bell Rock Light-house may be discerned E.N.E. Note the *well*.

From the Castle we may continue along the shore-road to the *old pier*, which protects the harbour and the fishing smacks, and drop to the "Cross Pier." A row of fishermen's houses—"Bell Rock Tavern," "*Auld House*"—is as peculiar as it is "fishy." From it we bend back townwards, passing along the south side of the Cathedral cemetery, under a round archway, and through a *Pointed arcade*, 25 yards long, with a finely groined roof, to the point at which the principal streets of the town converge. This arcade is called the **Pends**, and is one of the most beautiful architectural features of the city. Passing out of it, we have the

* Many of our readers will have seen the picture, in a former number of *Punch*, representing a lady from Devonshire (probably "Westward Ho!") just arrived to visit a Scottish cousin at St. Andrews, and remarking, "Well! I declare, if they haven't learnt to play golf here! What next?"

main entrance to the Cathedral ruins on the right, but the way in is through a small gate a little further on. There is an excellent view of the whole before entering, and the visitor can hardly fail to be struck by the evident care which is now bestowed upon the buildings and enclosure, as well as by the scrupulous neatness observed throughout. The grounds are a favourite resort of inhabitants and visitors, and are open till sunset.

Of the **Cathedral** itself, all that remains is a portion of the East and West ends, and parts of the South Nave and Transept walls. These show at once the large area which the building once occupied. The full length inside was 356 feet. The *West End* has one octagonal turret standing, 100 feet high, and partly supported by a flying buttress. The *west doorway*, also remaining, is a beautiful example of pointed architecture, and above it are a trefoiled arcade, and a window shorn of its mullions. The south wall of the nave still rises to the height of the top of its bays. Beyond it, near the South Transept, are a number of old gravestones, one of them dating from 1380.

The *east end* is almost complete, and consists of two turrets, 100 feet high, with three small rounded windows surmounted by one large pointed one between them. The style is earlier, and therefore less elaborate than that of the west end.

A few yards south of this part of the building stands *St. Regulus*, or the *Square Tower*, of which we have already spoken as being perhaps half-a-century earlier than any part of the Cathedral itself.* Attached to it are the walls of a small *Romanesque chapel*. A good stairway leads to the top of the tower, and the sexton keeps the key. The view, though undoubtedly a fine combination of land and sea, hardly extends beyond the limits comprehended from other vantage points about the city. Westward, the Lomond hills of Fife show two green humps, of which the farther one overlooks Loch Leven. The Sidlaw hills beyond Dundee bound the prospect north-eastward, and high ground prevents one seeing far south. Magus Moor, memorable for the murder of Archbishop Sharpe, is 4 miles westward.

South-east of the original enclosure, other spaces have been lately acquired, and tastefully laid out as *cemeteries*. There is a fine but rather showy display of monuments.

Leaving the ruins by the way we entered them, we may enter *South Street*, which commences at the Pends, and in a few yards turn down *Abbey Street*. Here are the roofless remains of the *Chapel of St. Leonard*, which contains some old and rather musty monuments.

Returning to and descending South Street, which has an increasingly attractive avenue, we soon come to **St. Mary's College**, a regular range of buildings on the left. This is the oldest of Scotch colleges and is devoted to Theology. Here, too, is the *University Library*, with upwards of 50,000 volumes. In the

* In this tower is a beam from the Spanish Armada.

courtyard there is a hawthorn, now propped up, said to have been planted by Mary Queen of Scots; also a few holm-oaks.

Nearly opposite the College and exactly opposite the Town Hall is the **Old Parish Church**, noteworthy for its century-old ugliness, its huge all-round gallery, and a sympathetically unprepossessing mural monument of Archbishop Sharpe, with a long Latin inscription. The tip of the prelate's nose has had to be readjusted. In the old building, which this one replaced, John Knox thundered out the discourse which is said to have sealed the doom of the cathedral.

Queen Street, opposite the old church, is modern, and the *Episcopal Church*, at the end of it, is a graceful example of E.E. style.

Continuing along South Street we come to **Madras College**, which stands a good way back from the street just beyond the Royal Hotel. It is a fine Elizabethan building and was founded as a school, in 1832, by the Rev. Dr. Bell, Prebendary of Westminster and ex-Chaplain of the Orphan Hospital, Madras, who endowed it with £60,000. The pupils number nearly a thousand. The site is that formerly occupied by the monastery of the **Black Friars**, a part of whose **Chapel**—one of the chief adornments of St. Andrews—is still standing in the open space in front of the college and in a line with the street. It is E.E. of the 13th century, and covered with ivy.

The only other building to which we shall draw attention in St. Andrews is the **College Church**, which stands near the higher end of North Street and may be reached by cross-streets from the old church. This is a curious structure; the side facing the street displays good 15th century architecture, while the reverse side, facing St. Salvator's College, seems to be bad 18th. The interior has been renovated and adorned with several stained glass windows, but parts of it do duty for a storehouse of articles of a very secular character. The church once had a stone roof, which fell and smashed Grierson's tomb.

In *St. Salvator's*, or the *United Colleges*, behind the church, there is a well-stocked **Museum**. Among the curiosities are Dean Stanley's Eastern collection, three richly ornamented silver maces, which were discovered *perdu* in the tomb of Bishop Kennedy, when it was opened in 1683, and John Knox's pulpit. It is also strong in ichthyology. Bishop Kennedy founded St. Salvator's College in 1458. On the towers the French mounted guns and shelled John Knox. Minimum charge for admission, 1s.

The **Golf Links** are at the west-end of the town, and five miles in circuit. The "Royal and Ancient Golf Club of St. Andrews" was established in 1754. It boasts nearly 1,000 members. The annual subscription is £3 and the entrance fee £20. There are also ladies' and children's courses. A new course was opened in 1895.

Aberdeen.

Plan opp. p. 104.

Joint Station (Cal., G. N. of S. & N. B. R'way Station), pl. A 4.

Hotels :—*Palace*, Union St. (in the hands of the G. N. of Scotland Railway Company; also entered by a lift from the far end of the platform. Bed and att. from 4s.; table d'hôte breakfast, 3s.; dinner, 5s.); (*Grand*, finely-situated above Union Terrace Gardens, abt. same terms; *Imperial*, a little off Guild St.; *Douglas*, Market St.; *Royal* (late *Bath*), Bridge Pl., off Bridge St.; *Waverley*, Guild St.; *Forsyth* (*Temp.*), Union St.; all within half-a-mile of station.

Restaurants :—*Hay's Athenæum Café*, Union Buildings (E. end of Union-st.); *Queen's*, Union-st. (near centre); *Bon Accord*, Market-st.; *Exchange*, Exchange-st.; *Bridge-st. Café*, Bridge-st.; *The Grill*, 213 Union-st.; *Mollison's Temp.*, 19 Broad-st. **Tea-rooms** :—*Mitchell & Muir*, 27 Union-st.; *Kennaway*.

P.O. :—Market St., open 6.45-9; *Sun.*, 1-2. Chief del. abt. 6.45 and 8.30 a.m.; desp., 5.50 a.m., 12.40., 3.10, 5 and 7.15 p.m.; *Sun.*, 12.40 noon. **Tel. Off.** always open. **Golf Courses** :—See pink pages.

Public Library and Reading Room :—Rosemount Viaduct, opp. end of Union Terrace. Read.-rm. open 9 a.m.-10 p.m. Refer. Dep. (20,000 vols.) open 11-8 (Wed. 11-1).

Cab Fares :—1s. a mile; 6d. each add. half-mile. By time, 2s.-2s. 6d. an hour. **Trams**—partly electric—see plan.

Distances :—Edinburgh, 130 m.; Glasgow, 152; Inverness, 108; Manchester, 361; Liverpool, 356; Birmingham, 434; London, 540.

Aberdeen ranks in general importance as the third town in Scotland, though in population it is beaten by Dundee to the extent of nearly 30,000—the respective numbers being approximately, Dundee, 161,000, Aberdeen, 153,000. It has a large commerce, good docks, and a pier 500 yards long. Aberdeen-built “clippers” were famous all the world over. The chief inducements to the tourist, however, to halt for a few hours, or a night, on his journey to the Eastern Highlands are the handsomeness of its streets and its educational interest. Like Edinburgh, the town has its distinctly new and its distinctly old parts; up to 1832 they were municipally distinct. A couple of half-day walks will enable the visitor to appreciate both.

For No. 2—the New Town—the circular trip by “tram” (3d., every 15 mins.) may be substituted. The route is by Union Street, Union Terrace, Rosemount Viaduct, Fountain Hall Road, Queen's Cross, and Albyn Place. All the places of real interest, however, in modern Aberdeen lie very near the nucleus of the city. There is also a tram from the top of Market Street to Old Aberdeen and the new Bridge of Don.

Walk No. 1.—Eastwards to the Links, the Brig o' Balgownie and back through the “Auld Toon.” Quitting any of the hotels or the station (by Guild St. and Market St.), the visitor at once finds himself in **Union Street**. This is the finest thoroughfare in the city, and one of which Aberdonians are justly proud. A glance up and down it is sufficient to make one realise the appropriateness of the title, “Granite City,” so frequently applied to Aberdeen. It is granite “to the backbone;” the mingled grey and white being so utterly unrelieved by any other shade of colour as to give it, under some aspects, a cold and almost forbidding look. It is more than a mile long, and proportionately broad, and contains the principal offices, public and private, of the city.

Opposite the end of Market Street—wherein, by the way, is the

New Market, a spacious building full of characteristic life on market days—is the *Town and County Bank*. Hence, turning eastwards, we pass on the left the **Municipal Buildings**, a fine sample of late Gothic architecture, with a castellated tower, surmounted by a graceful spire, at its south-west angle. There is a fine panorama from the tower, and inside is a marble statue of the Queen by a native artist.

The **river Dee** is crossed by two **bridges**, besides the railway and a chain bridge;—the *Wellington*, or* “*Bridge of Dee*,” the oldest bridge in the city, having been originally erected in the 16th century, but since then almost rebuilt in the 18th, and widened in 1842; and the *Victoria Bridge*, which is a continuation of the line of *Market Street*, $\frac{3}{4}$ mile from *Union Street*. The latter is a fine granite structure. From its north side a **promenade** extends up the river-side past *Duthie Park* to the *Allen Vale Cemetery*, and from its south side **Girdleness Lighthouse** may be reached in 2 miles.

Public Parks:—Besides *Duthie Park*, opened by the Princess Beatrice in 1883, there are the *Union Bridge Gardens*, north of the Denburn Bridge (p. 103), and the *Victoria Park*, $\frac{1}{2}$ miles N.W. of the station.

Further on *King Street*, also a fine thoroughfare, strikes northwards. This end of Aberdeen’s chief thoroughfare is called *Castle Street*, and is even wider than the rest of it. Within its area are the **Cross**, a memorial nearly two centuries old, but thoroughly renovated in 1842, and a *Statue of the last Duke of Gordon*. The former is sculptured with images of the Kings of Scotland from James I. to James VII. At the N. end of the *Union-st.* thoroughfare the Salvation Army has its “citadel”—a handsome turreted edifice with a “blood and fire” symbol. The view down *Union Street* from hereabouts is very striking, especially at night.

From the east end of *Castle Street* we pass by a recently widened thoroughfare into *Park Street* and *Constitution Street*, which lead to the beach. Aberdeen is singularly fortunate in the facilities it possesses for sea-bathing.

There is a fine stretch of firm sand, and the water is entirely free from harbour pollution, Nature having interposed a promontory, and Art a pier, between those parts of the sea which supply the commercial and hygienic requirements of the population. A fine promenade with **bathing station**, handsome buildings and a large *swimming-bath*, has recently been erected; also a *bathing establishment* on the inner edge of the “*Links*” at the end of *Commercial-st.* (pl. A 6). The **promenade** is to be extended from *Dee* to *Don*.

There is nothing particular to see from the beach except a long stretch of coast northwards, but it is a pleasant and refreshing walk to the mouth of the *Don*, about $1\frac{1}{2}$ miles distant, and those who want to see something of the Brig of Balgownie and to mark the full contrast between the old and the new town cannot do better than take it. Few natural appearances are stranger than those afforded by the estuaries of some of our important rivers. That of the *Don* is so silted up that at low tide a good athlete could almost jump over it. Perhaps the *Avon* at *Bristol* is an equally striking example. Taking into account the volume of water which this stream collects from the mountains of *Aberdeenshire*, and then inspecting the narrow channel through which it flows into the sea, one is sorely puzzled to guess what has become of it all. Inside the sand-banks the channel widens, but the

* *The Brig of Balgownie is two centuries older.*

water is a mere black and by no means prepossessing lake. A walk of a few hundred yards along its south side brings us to the *New Bridge of Don*, a handsome six-arched structure, on the other side of which is an inn. The **Auld Brig of Balgownie** is a few minutes' walk higher up the stream, and may be approached by a by-road along the north side of it. It spans the river with a single pointed arch at a considerable elevation, and just where the stream issues from a narrow defile overhung with wood. The water is dark in colour, and by no means unpolluted.

The road back to Aberdeen from this point is through the "**Auld Toon**," a straggling residential suburb of the modern city, by no means unpicturesque, but of as sleepy, dead-alive appearance as the most countrified of English small towns. About half-a-mile from the "brig" we diverge up a short lane on the right, and enter the shady and secluded precincts of—

St. Machar's Cathedral, a venerable edifice which has seen nearly five hundred summers. Neither the reformers nor Cromwell kept their hands off it, so we need hardly say it retains very few features of interest. Externally it has two battlemented towers surmounted by short spires. The west end is noticeable for its round arch and seven-lighted window. The interior consists of nave and aisles only, and is pervaded by a very dim religious light. It is still used as a parish church.

Proceeding New Aberdeenwards, we reach in a few hundred yards **King's College**, founded in 1495. This, in conjunction with Marischal College, constitutes **Aberdeen University**. It consists of a quadrangle surrounded by collegiate buildings, whereof the most remarkable is the *Chapel*, which contains some beautifully carved woodwork, and the *Library*, a modern wing with a well chosen and well kept collection of standard works. Externally the building is recognisable by its handsome lantern spire, topped by a sculptured crown.

From King's College to its associated abode of learning, Marischal College, the distance is a long mile. The connecting thoroughfare is narrow and uninteresting. The first part of it is called *College Bounds*; a small portion *Spittal*—a name derived from the old Leper Hospital once situated in the hollow: the latter part has not even any pleasant suggestiveness of name to atone for its general unloveliness. The *Gallowgate* of Aberdeen can certainly not compare in this respect with the Cowgate of Edinburgh, but those who confine their wanderings to the modern parts of either Edinburgh or Aberdeen go away without a smack of the real flavour of those cities; just as guide-books which describe only the sights of Cologne and Venice and ignore the smells, fail to represent faithfully what they profess to represent.

Marischal College is in *Broad Street* and is entered through an old archway as soon as we leave the Gallowgate. It forms three sides of a square and is surmounted by a tower. The present buildings are about 40 years old. In the square is a granite monument to Sir James McGrigor, several times Lord Rector of the college.

Extensive additions have been made to this College, mainly through the generosity of Mr. C. Mitchell, LL.D. of Newcastle, one of its "alumni." The **Mitchell Tower**, completed in 1895, is 250 feet high—the highest ever erected in granite. It is rigid—perhaps a little frigid—Perp. in style, and has fine pinnacles. The **Mitchell** or **Graduation Hall**, entered from the Picture Gallery, has a fine oak gallery, carved in front. The upper portion is of polished granite, and the roof fine Gothic work. The East end is occupied by a magnificent illuminated window setting forth the history of the College. At the West end is an electric organ. *Portrait Gallery and Tower open 11-12 and 2.30-3.30 summer months, rest of year 11-12 only, except Sats. Tickets within.*

Proceeding hence down *Broad Street*, in which Byron lived as a boy (*p. 104*), we re-enter Union Street at its east end, about where we left it.

The above forms a pleasant and by no means too long morning's stroll. Those who have an hour or two more on their hands will profitably devote them to a walk or drive (*see p. 100*) through the

New Town.

Starting again from about the east end of Union Street, we walk or ride the entire length of that thoroughfare, proceeding from the west end of it along Albyn Place, for about half-a-mile to Queen's Cross, and then, turning sharp round to the right, return by Skene Road, Carden Place, Skene Street, and the new Rosemount Viaduct, to School Hill and St. Nicholas Street, by which Union Street is re-entered opposite Market Street.

The first objects of interest on this route, after passing the Town and County Bank and the divergence of St. Nicholas Street, are the **East** and **West** (Parish) **Churches**. They lie back from the street behind a cemetery, which is itself separated from the street by an open Greek façade. The chief feature of these churches is the modern Gothic tower and spire, built after the old steeple had been destroyed and the East Church gutted by fire in 1874, after an existence of 40 years. The *West Church* dates from a century further back, and is worthy of as much notice as the generality of ecclesiastical edifices erected in that period.

The *crypt* or *St. Mary's Chapel*, **Lower Church of St. Nicholas**, has just been restored. It dates from 1420, and is vaulted throughout in stone.

Westward of the churches Union Street crosses the railway and the *Denburn* dell, now laid out as a public garden, by a handsome granite bridge of a single arch, 132 feet span. On the left, before crossing, we pass the *Trades Hall*, and, after crossing, the *Palace Hotel*. Opposite the latter is a bronze statue of the *Prince Consort* by Marochetti, beyond which are the handsome buildings of the Northern Insurance Company.* On the same side a little further we come to the *Music Hall Buildings* with an Ionic portico. A few yards' détour up Huntly Street, the next one beyond the Music Hall, takes us to the *Roman Catholic Chapel*, a building of characteristic taste, with a fine spire. There are several other places of worship chiefly noticeable for their spires in this neighbourhood. We now pass out of Union Street into a region of handsome villas and gardens, out of which we may turn

* In Union Terrace is a statue of Burns (1892).

to the right at any opportunity and join the return route indicated above, or we may proceed a full half-mile beyond the end of Union Street, as far as *Queen's Cross*, and there make an acute angle to the right. The "tram" route strikes off square up Fountain Hall Road, and makes a wider and tedious circuit, rejoining our direct walk at Rosemount Viaduct.

On our way back we pass, in Carden Place, *St. Mary's Episcopal Chapel* on the right, and the *Grammar School*, an imposing castellated building, on the left; in Skene Street *Public Schools*, beyond which we re-enter the "tram" route on a new road called *Rosemount Viaduct*, which starts from the north end of the Denburn Gardens. On it are a statue of Wallace—colossal and somewhat bombastic as usual—and, further on, in *School Hill*—so called from its having contained the original Grammar School in which the seeds of Byron's education were sown—the **Art Gallery** (*Annual Exhibition of Pictures and Sculpture*) and **Gray's School of Art**, with a bronze statue of the Hero of Khartoum on the space in front. Through the gateway connecting the two buildings we see the **Gordon College**, founded by Robert Gordon in 1750, and providing education for nearly 2000 boys. Just short of this the G.N. of Scotland Railway is crossed by a handsome new viaduct, and a new station has been built below.

St. Nicholas Street is now entered, and re-passing the East and West Churches on the opposite side from that on which we first saw them, we regain Union Street and the centre of the town.

By the **Don Valley to Tomintoul** (67 m.) or **Braemar** (abt. 80 m.). This route is fully described in "Part II." Beginning with a railway journey to Alford (29½ m.; train about 9.45) you have a very pleasant coach-drive to *Strathdon* (48); whence on to **Cock Bridge** (1,350 ft.) is 9 m.; **Tomintoul** (by road very rough and steep, 2,050 ft.), 18; by path up to the sources of the Don to *Inchroary Lodge* (15 m., 1,350 ft.; p. 113); thence road by the Avon to Tomintoul, 22. This is far the pleasanter route. From Cock Bridge a driving road, very rough and hilly, rises to 1,750 ft. between its commencement and **Gairnshiel Lodge** (7 m.), where it turns left to **Ballater** (14 m.), and right to **Balmoral** (14 m.), and **Braemar**, 23. Both join the Ballater and Braemar road—the one nearly 2 miles short of Ballater, the other at Balmoral. There is a comfortable hotel at Alford (the *Houghton Arms*); also fair wayside accommodation, with beds, two miles further (*Forbes Arms*); at *Kildrumny* (10 m.); *Glenkindy Arms* (13 m.); *Strathdon* (*Colquhoun's Inn*, 19 m.); and *Cock Bridge* (*Allargue Inn*). The scenery is of the river-side order, beginning some miles beyond Alford, and then, with short intervals of dullness, increasing in beauty, and attaining its climax beyond *Strathdon*, where water, wood, and hills blend together delightfully. Good cycling to beyond *Strathdon*. Very hilly and rough in any direction beyond *Cock*.

Aberdeen to Inverness (see "*Northern Highlands; Scotland, Part II.*," 3s. 6d.)

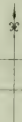
Aberdeen to Ballater, Balmoral and Braemar. *Maps, pp. 75.*

Aberdeen to Ballater (*Dee-side rail*), 43½ m. *Ballater to Balmoral* (coach), 8; *Braemar*, 16½ (16¾ from Hotel).

Coach three times a day; 5s. and 4s. (no fees). A splendid cycling route. Leave Aberdeen by Holburn-st. (pl. E 2); Banchohy, 13 m.; Aboyne, 31; Ballater 42. Rest, p. 108.

HOTELS.

1. Palace
 2. Grand
 3. Imperial
 4. Douglas
 5. Royal
 6. Waverley
 7. Forsyth (Temp.)
- Tramways





This is the only rail-and-carriage route from the east side of the country to the favourite resorts lying among the lofty mountain-ranges that constitute the Eastern Grampians. It is picturesque throughout, and from the point at which the threshold of the Highlands is reached—about Aboyne—full of charming contrasts of mountain, valley, and stream. The lakes are few, and those few outside the main track; but the Dee, descending in a rapid stream, with all the brightness and clearness that characterises water flowing over a granite bed, is as fine a river as any in Scotland.

There is first-class hotel accommodation at Braemar, and, on a smaller scale, at Ballater. All that is wanted in this respect is a few inns of the more homely type—such as the Clova and the Sligachan ones. One of this kind at the Linn of Dee would be a great boon to tourists, who, at present, crossing the passes between Braemar and Blair Atholl or Spey-side have an almost 12 hours' walk from inn to inn, and in the season, when they arrive weary and dragged at Braemar, cannot depend on getting a bed. There is, however, a telegraph. The landed interest is opposed to the encouragement of tourists over these passes:—needlessly, we think, because their number must always be small, and over such long distances, through a region of granite and heather, there is not the slightest inducement for any but sportsmen to stray from the prescribed paths.

Quitting Aberdeen the Dee-side line diverges from the main line to Perth a little short of the railway-bridge over the Dee, passing almost at once the new and tastefully laid out Cemetery. For some distance the only noteworthy objects are a succession of fine villas on the far side of the river. Then comes (5 m.) the *Dee-side Hydro* (50s. a wk.), recognisable by its whiteness. Opposite *Murtle Station* (6 m.) is *Blair's Roman Catholic College*. *Drum Castle* (10 m.), some way to the right of the line, consists chiefly of a massive square tower of great strength, upwards of 500 years old. *Crathes Castle* (14 m.) has also a square turreted tower. It rises from a wooded hill N. of the line, and nearly opposite a bridge over the river. **Banchory Station** (17 m.) is $\frac{3}{4}$ m. short of the town (hotels:—*Burnett Arms*, and two smaller ones).

The prettiest thing near Banchory is the **Bridge of Feugh**, $\frac{3}{4}$ mile from the town, and reached by crossing the Dee, and then bending to the left. Above and below the bridge the Feugh Water pierces its way tumultuously over a wide bed of rocks and boulders.

There is a fair carriage-road from **Banchory** to **Strachan** ($3\frac{1}{2}$ m.), **Bridge of Dye** ($9\frac{1}{2}$ m.), **Fettercairn** ($18\frac{1}{2}$, *Ramsay Arms*), **Edzell** (24), **Brechin** (p. 92), 30. See p. 93. The features of the route are *Feugh Bridge*, *Glen Dye*, and the splendid view from *Cairn o' Mount* (1,488 ft.). For **cyclists** the road is good as far as Clattering Brig, $14\frac{1}{2}$ m.; then rough, with dangerous descent towards Fettercairn; then good to Edzell and Brechin.

A long 2 miles W. of Strachan is the **Feughside Inn**, past which the drive may be continued to **Aboyne**, 16 m. from Banchory. The demesnes of Finzean and Ballogie lie to the right of the road, and Birse Church is passed.

Beyond Banchory the line leaves the river-side for a while, turning northwards, and missing some very pretty river scenery. At *Torphins*, 22 m., there is good scenery and a good hotel. At *Lumphanan*, after crossing the pretty little *Beltie Burn*, it sweeps round for the river-side again. Hard by, on the right, is a circular earthwork, wherein Macbeth is reputed to have made his last stand against Siward and Malcolm. A cairn about a mile away marks the supposed grave of that shamefully vilipended monarch, see also p. 228. Five miles further (32 from Aberdeen) the railway, after passing the *Loch of Aboyne*, regains the Dee-side at

the handsome and pleasantly situated village of **Aboyne** (Hotel: *Huntly Arms*). Eng. Mail chief del. abt. 9.45.

The beautiful little glens of the **Tanar** and **Auld Dinnie** open out within 2 miles of this, and are reached by crossing the suspension bridge. By continuing up Glen Tana, first by road and then by track, you will join in a short 12 miles the route from Ballater to the North Esk Valley (p. 108). At 5 m. from Aboyne are *Glentana House* (Sir G. Cunliffe Brooks), and a rustic church with heather-thatched roof, rebuilt on the site of an old oratory.

Three miles up Glen Tanar (5 from Aboyne) and near the Forest Lodge, is a most remarkable little **Episcopal Church**. "It is the only thatched church we have ever seen, and outside gives no promise of such a lovely interior as it possesses. The roof is of rustic woodwork, and has the appearance of being composed of deers' horns. The seats also are of rustic work, extremely pretty, and the whole a little gem of a place, reflecting the greatest credit on the taste and liberality of Sir W. Cunliffe and Lady Brooks. There is a surplised choir of men, who render the musical part of the service very well indeed."—(*Rod and Gun*.)

There is a carriage-route also to **Edzell** (28 m.) joining the one from Banchory (p. 105) 2½ miles beyond *Feughside Inn* (10 m. on the way).

The turrets of *Aboyne Castle*, a seat of the Huntly family, rise north of the village and further north, on Mortlich Hill, is the *Huntly Monument*.

From the next station, **Dinnet** (37 m., *two Temp. Inns*), the pedestrian may with great advantage walk to Ballater either by the *Burn of the Vat* on the north side of the river, or by *Pannanich Wells* on the south side. (*For both routes see p. 107*.)

The heathy *Moor of Dinnet* is now crossed, and from **Cambus o' May** (37½ m.—"Cambus," as in *Cambuskenneth* at Stirling, refers to the bend in the river) the valley is finely diversified with knolls of birch and fir; a peep of *Lochnagar* is obtained in the left front. *Pannanich Wells* is across the river (l.), and on the other side, after passing the ruined little *Kirk of Tullich*, and looking up the vista of the *Pass of Ballater*, we reach *Ballater Station*.

Ballater (Hotel:—*Invercauld Arms*, close to the bridge, 4 min. from station. **P.O.**, close to station, 7—8; Sun., 12—1. Chief del., abt. 10.10 a.m.; desp., abt. 10 a.m., 3.15 p.m. **Tel. Off.**, 8—8; Sun., 9—10 a.m. *Res. Pop.* abt. 700).

Ballater is very pleasantly placed on a strath where the Dee valley makes a wide sweep between well-wooded hills, one of which—*Craigandarroch*—is the special feature of the locality. Groups of villas and cottages cluster round a green, in the centre of which the new (everything has a new look) *Established Church* rears its graceful spire. This green is a couple of minutes' walk south of the station, and the comfortable *hotel* is just as much further and close to the *Dee Bridge*. The original bridge was swept away by the flood of 1829; it was succeeded by a wooden erection, which has now given place to a substantial stone one. The top of *Lochnagar* is just in sight from the village. As a summer residence Ballater is in high favour and capable of great extension. There are several short excursions around it, while the ascent of *Lochnagar* (p. 295), the walks to *Clova*, *Edzell*, or *Tomintoul* will test the powers of well practised pedestrians. The village is about 800 feet above the sea.

Short Excursions.

(a) *To the Ordnance Cairn* on the hill south of the town, 1 hr. up and down. Passing through the railing a little right of the south end of the bridge (avoid quarry-track on left) you enter a path that winds up to the top. The view is very good, but being limited eastward and southward by higher ground, much less so than that from

(b) *Craigandarroch* (1,250 ft., 450 ft. above Ballater, 1—1½ hrs. up and down), the wood-covered hill north of the village. For this ascent, which every visitor to Ballater should make, follow the Braemar road for half-a-mile beyond the station. Then turn up right through the wood just past a bit of a quarry. The track cannot be mistaken; it ascends through an oak-wood that forms a belt round the lower skirts of the hill—whence the name, “the rock of the oaks”—then crosses a bare patch and ends with a rough climb through the firs to the large cairn that crowns the summit. To the south-west and west the view stretches up Glen Muick—charming in its lower part—and the Dee valley, with Lochnagar rising between it and the hills over Braemar to the right. More to the north Glen Gairn is seen just below through the trees. Then comes the flat summit of Morven and, eastward, the Dee valley widening out as the hills sink to the lower regions of the coast. Glen Muick House looks very imposing in the glen of that name, and the Huntly monument is seen on a hill over Aboyne eastward.

Keeping the path onward, instead of returning, you may descend to the south end of the **Pass of Ballater**, near *Monaltrie House*. This pass, which isolates Craigandarroch, is a narrow, waterless ravine flanked by rock and scree, and about a mile long. Issuing from its upper end you may cut off a corner by a field-track and return to Ballater by the Braemar road (total time, 1½ hrs.); or from Monaltrie you may get home in a few minutes by a footpath under the hill.

(c) *The Linn of Muick*, 6 m.; and *Loch Muick*, 9½ m. (carriage-road). A very pleasant drive as far as the Linn. The road crosses the bridge and turns to the right. In ¾ m. a bridge crosses the Muick, and this is the best road to *Loch Muick*. For the Linn, however, the east road, not crossing the bridge, is to be preferred. It passes through beautiful birch-woods, and affords fine views across the valley. The **Linn** is a narrow gorge in which the Muick plunges about 30 feet over shelving rocks—a charming vista well seen from either road. Above it the woods cease, and the rest of the way is through a desolate glen forming part of the *Glassalt Deer Forest*. There is a rough ford at *Inchnabobart* (1½ m. short of the loch), which enables carriages to go and return on different sides of the stream. **Loch Muick** is hemmed in between heather-clad scree, and is best seen from the track that ascends the hill to Glen Clova (p. 108). The road (not always open) continues along its western side to the handsome royal shooting-lodge, called **Glassalt Shiel**, at its far end, whence a track slants to the right up the valley to the lonely **Dubh Loch**, flanked by the rocky sides of Lochnagar and the Broad Cairn. Continuing the ascent beyond the Dubh Loch you get into the track from Lochnagar to Braemar (p. 297).

(d) **Pannanich Wells** (2 m.), a very pleasant stroll; turn left at end of bridge. (See next excursion.)

(e) **Burn of the Vat**, 6½ m.; **Dinniet Station** (Temp. Inns) and **Bridge**, 8½ m.; **Pannanich Wells** (hotel), 13 m.; **Ballater**, 15 m.

A most enjoyable drive. During the outward journey the Dee flowing between birken braes is close below; the Burn of the Vat is pretty and curious; and the return route is in great part a terrace-road commanding a splendid view.

Pedestrians may cut off a mile by taking a rough track across the moor from *Tommukiest*, 2½ m. on the way, but the gain is questionable. A better plan is to take train to *Cambus o' May Station* (4 m.), which is close to the carriage-route.

The road starts north-east of the hotel, and goes under the railway a little short of the ruined little *Kirk of Tullich* (1½ m.). Beyond this the valley of the Dee, diversified with birch-clad knolls, is very fine. On one knoll, between the road and the river, stands an *obelisk* in memory of the last Farquharson of Monaltrie. Then side-by-side with rail and river we reach **Cambus o' May Station** (see p. 106). A little beyond this we leave the main road for an almost

equally good one on the left, which, in $1\frac{1}{2}$ miles, reaches a little bridge, with railings, that crosses the streamlet of the burn. There is a good view of *Loch Kinord*, fringed with birch and dotted with two islets, on the way. The red bare hill north-east is Byron's Ciblean.

The **Vat** is 6 minutes' walk up the stream—a very tiny one—and there is a path from the far side of the crossing. It is a singular little chasm, about 50 feet deep and 30 wide, and entirely of granite. The exit or, rather, the entrance, as we approach it, is blocked by a huge boulder, which only just lets the streamlet through on one side, but shows a little more consideration to the visitor on the other. The arched recesses on each side seem to be the effect of what must formerly have been a much higher and stronger fall. The burn drops into this hollow by a pretty little fall, on the right of which is a little hole foolishly called *Rob Roy's Cure*. The only object in climbing to the top is the charming view of Loch Kinord from it. Pedestrians may take obvious rough tracks near the side of the loch and join the main road $1\frac{1}{4}$ m. short of **Dinnet Station**, $\frac{1}{4}$ m. beyond which is *Dinnet Bridge*.^{*} Turning to the right, on the far side, the road keeps near the Dee for a while, and then ascends till it becomes the fine terrace-route already spoken of. **Pannanich Wells Hotel** (5s. a day), a long white building with chalybeate waters, is very charmingly placed, and has a licence. Thence is a pleasant descent to *Ballater Bridge*.

Ballater to Clova (Ogilvy Arms) Hotel (19 m.) and **Kirriemuir** (34 m.). *Described the reverse way, p. 91.* Coach from Clova abt. 3 p.m.

A carriage may be taken to Loch Muick, 9 m., and from Clova Hotel to Kirriemuir, or Edzell (23 m.). Good accommodation at Clova.

The road turns right from the far side of Ballater Bridge and, passing Glen Muick House and Church on the left, goes through birch-groves to the *Linn of Muick* (6 m., p. 107), beyond which it enters the dreary upper part of the glen, which it traverses for 3 miles. Then, after avoiding a rough track on the left close to a cottage, you quit the main road (now become a rough granite one) just as you come in sight of the boat-house at the near end of Loch Muick, a little way from the shore. The path, affording a splendid view of *Loch Muick*, is clearly marked and the direction is also shown for several miles over the moor by poles. The descent begins from the breast of a hill—*Capel Mount*—that has a deepening gully on the right, and after dropping abruptly to the head of *Glen Clova* you join the carriage-road. Further direction beyond that given in the reverse route is unnecessary.

Ballater to Tarfside, 18 m.; **Edzell (hotels)**, 30 m.; **Brechin** 36 m.

Route described the reverse way p. 92. Coaches, Invermark and Tarfside to Edzell, see p. 93 and yellow pages.

A few words must suffice for a description of this fine but fatiguing walk taken in this direction. Turning to the right on the far side of Ballater Bridge and to the left $\frac{3}{4}$ m. further, opposite the Muick Bridge, you have a road up the nill for some distance and then a track which, after reaching a height of nearly 1,800 feet, drops to the *Water of Tanar* (1235 ft.). Thence it again ascends and crosses the ridge that separates Aberdeen and Forfar at about 2,500 feet—500 below **Mount Keen**, whose summit rises nearly half-a-mile to the left. Then comes a rough descent called the "*Ladder*" into *Glen Mark*. The *Queen's Well* (p. 93) is passed and, soon after, the keeper's cottage. Hereabouts a carriage-road begins, and all doubt ends. There is no need to repeat our description of Invermark, Loch Lee, Tarfside, Edzell and Brechin. For the walk, by privilege only down the riverside, from 3 miles short of Edzell, see p. 93. Cross the river at the Suspension Bridge.

Ballater to Braemar, $16\frac{1}{2}$ m. The road to Braemar starts out of Ballater in a north-westerly direction, passing between the river and the woods of *Craigandarroch* and affording, when the trees permit, a fine view up the valleys of the Dee and the Muick. *Glen Muick House* is conspicuous in the latter. Then ($1\frac{3}{4}$ m.) we cross the *Gairn Burn*,† beyond which nothing of special interest is seen until we reach *Abergeldie Castle* (6 m. from Ballater), a shooting-box of the Prince of Wales. The original building con-

* By privilege.

† Two miles beyond this is the *Coilacreach Inn*.

sists of a square turreted tower, but it has been considerably added to. The hills on the south of the river about here are abundantly but somewhat monotonously wooded, and the artificial look of the scenery is not lessened by the heavy "Commemorative Cairns" which crown the knolls that rise behind Balmoral and form the lower terraces of Lochnagar. The most conspicuous one is *Prince's Cairn*, erected to commemorate the death of the Prince Consort.

A fine view of Lochnagar is obtained as we approach Balmoral. It lies back some miles to the south of the road, and may possibly remind the Welsh tourist of the appearance of Cader Idris from the Barmouth and Dolgelley Road. Then we pass under the new *Crathie Church*.

This **Church**, of which the foundation stone was laid by the late Queen, occupies a fine site amid groves of birch and pine. It is built of local light grey granite. The interior is adorned with gifts from the Royal Family and others, among them a *stained glass window*, in three panels, in memory of the Duchess of Kent, Princess Alice, and the Grand Duke of Hesse, presented by her late Majesty, and a *granite pulpit*, inlaid with pebbles collected by Princess Louise, in 1861, an offering of the Royal household. In the old churchyard is a granite monument in memory of John Brown.

A little further on is the obelisk put up in memory of the late Prince Consort and a jubilee statue of the late Queen—both gifts from their tenantry. Hereabouts two roads strike off to Glen Gairn, 5 to 6 miles distant. Beyond this we come to

Balmoral Castle, a handsome well-to-do looking mansion, with a square turreted tower, close to the south bank of the river. It was planned by the late Prince Consort, who purchased the estate from the trustees of the Earl of Fife. The style is Scottish Baronial, and the material the local white granite. There are statues of the late Queen and the Prince, the former a jubilee present from the tenantry. There is nothing in the appearance of the building to make the accepted meaning of the word, "the magnificent town," peculiarly appropriate. A couple of miles beyond it is a good roadside inn, the *Invercauld Arms*, beyond which the scenery gradually improves all the way to Braemar. On the way, the *Garawalt Falls* may be visited by crossing the bridge about 6 miles beyond Balmoral and beating back by a prescribed track for about a mile. They are described on p. 111, as are also *Invercauld House* and the other objects of interest in the remaining 3 miles to Braemar.

Ballater to Loch Builg, $14\frac{1}{2}$ m.; **Tomintoul**, $25\frac{1}{2}$ m., &c. This route is described beyond Loch Builg, where the new road from Braemar joins it, on page 112. There is no longer a licensed house at Gairnshiel (7 m.), but temperance refreshment can probably be had at the house which was formerly the inn. The valley, previously green and fertile, becomes wild and uncultivated.

Gairnshiel Lodge, 7 m., and Corndavon Lodge, 12 (both Mr. A. H. Farquharson), are passed on the way.

There is also a rough and hilly carriage-road from Ballater to **Tomintoul** by *Cock Bridge* on the Don (1,400 ft., *Allargue Inn*). It fords the stream a little short of Gairnshiel. *Distances* :—Cock Bridge, 14 m.; Tomintoul (p. 113), 24.

Braemar.

(Maps, pp. 114, 146.)

Hotels. *Fife Arms* (rebuilt), *Invercauld Arms*, both large and good; write or telegraph for rooms during the height of the season.

Distances. *Ballater Station* (coach-road), 16½ m.; (*Aberdeen, rail*, 60) *Blairgowrie* (coach-road), 35. (*Blair Athole road and horse-track*), 30. *Arriemore* (road and foot-track), 32. *Tomintoul* (road and foot-track), 24.

P.O. open 8—8; *Sun.*, 1.30—2.39. *Del.*, 1 and 2.45 p.m.; *desp.*, 3.45 and 10 p.m.; *Sun.*, 10 p.m. **Tel. Off.**, 8—8; *Sun.*, 9—10 a.m.

Guide and Pony charges :—25s. a day.

Braemar, the principal place of popular resort in the eastern Highlands, is a pleasantly situated village, 1,100 feet above the level of the sea. The population numbers about 900, whose spiritual needs are supplied by no fewer than 5 churches. The scenery around, though not of the very highest order, is extremely good, and the remarkably pure and bracing character of the air enables the visitor to enjoy it to the utmost. The *Clunie Water* flows through the centre of the village and joins the main stream of the *Dee* about half-a-mile to the north of it. As a centre for tourists, Braemar has an undoubted advantage over the few other possible ones amongst the Eastern Grampians. There are several very interesting short excursions; the ascent of *Lochnagar* will occupy a day very pleasantly, while that of *Ben Muich Dhui* will satisfy the appetite of the most gluttonous mountaineer. Both these ascents are fully described in the "Mountain" section of this book.

Within the *Invercauld Arms* is the spot on which the *Earl of Mar* raised the standard of rebellion in 1715. The original *Castle of Braemar*, traditionally ascribed to *Malcolm Canmore*, stood on the rocky ground near the bridge over the *Clunie*; the present *Castle*, itself four centuries old, stands about a mile from the village, between the *Ballater* road and the river. It belongs to the family of *Invercauld*, and is a plain white building, not without effect in the general scene.

Ascent of Morrone Hill. (2,819 ft., 1,700 above Braemar, 2½—3 hours up and down.) Those who wish to obtain a clear idea of the characteristic features of the country surrounding Braemar should devote a few hours to this height. It rises to the south-west of Braemar between the *Dee* and *Clunie* valleys. The ascent commences from within a few hundred yards of the village, and every step upward is remunerative.

From either hotel go through the village by the main (*Linn of Dee*) road, till it branches into three. Here take the middle road, which, after passing the reservoir, winds up to a little farm (1 m.), and so on to the open fell. Hence a track and a succession of cairns indicate the way up. Many will be satisfied with merely ascending until they command a view of the *Dee* valley and the mountains to the north and north-west of it. For this

purpose keep well to the right. The prospect is one which can only be properly appreciated when the heather is in full bloom. Then the contrast between the wide slopes of purple, the dark fir-plantations, and the light green of the valley below gives to the scene an almost unique beauty. In the distance, northwards, rises the lofty Ben-a-Bourd, and to the left of it the highest group of mountains in Scotland, whose height, however, is not so impressive to the eye as it is on the map. Ben Muich Dhui, slightly tapering, Cairn Toul, and the Devil's Point are the chief summits. In the south-west the heights of Ben-y-Gloe close the prospect; southwards, the mountains at the head of Glen Shee, and eastwards Lochnagar, which peers over the intervening ridges. The charm of the panorama, however, is the bird's-eye view of the valleys of the Dee and the Quoich.

The Linn of Quoich.—This beautiful scene is only about 3 miles from Braemar in a direct line, but is somewhat difficult to get at in consequence of there being no bridge over the Dee between that of Invercauld, 3 miles east of Braemar, and the Victoria Bridge, $3\frac{1}{2}$ miles west. The latter is private, and even pedestrians cannot depend on being allowed to cross it. There is, however, a ford, practicable for carriages when the river is not too high, a mile west of the village, and a little way off the main road. The Linn is about a mile above the confluence of the Quoich water with the Dee, and is reached by a track up the west side of the stream. Through the wooded glen in which it lies the water makes a succession of falls, scooping out in the brittle schist a number of cavities, which, by the prosaic Saxon, would be called "pot-holes," but in Gaelic are expressed by the word *Quoich*, signifying a "cup."

A pleasant variation in returning may be made by following the road on the north side of the Dee to Invercauld Bridge, a distance of about 6 miles from the Linn of Quoich. This road passes along or near the north side of the river, and $\frac{1}{4}$ mile in front of *Invercauld House*, a fine old baronial residence, with a modern tower. From it the Earl of Mar summoned the clans in 1715. The present occupier is A. H. Farquharson, Esq. From Invercauld Bridge, where we join the main road, to Braemar it is 3 miles. The pedestrian is advised to leave the road by a footpath on the left hand opposite the end of a plantation about a mile on the way. By so doing and climbing up the wood for a few yards, he will enter the *Queen's Drive*, a pleasant grassy road on a higher level than the main road. It passes round the south side of *Craig Choinnich*, a wooded hill which rises from the east side of Braemar to a height of nearly 700 feet.

The Falls of Garawalt (*Garbh-allt*, "the rough burn"). This is a pleasant walk from Braemar, 8 miles there and back. Either in going or returning, the pedestrian should walk by the Queen's Drive as described above.

Follow the Ballater road for about 3 miles and then, a few yards short of Invercauld Bridge, turn in at a gate on the right. The remaining mile or so is through his Majesty's private grounds, but tourists are allowed to proceed by a specified route, for which clear directions are given at all doubtful points. The falls slip over several slanting ridges of rock. Above them the burn is crossed by an iron bridge, whence the view downwards over the Dee valley and Invercauld House is, perhaps, the most fascinating thing in the excursion.

The Linn of Corriemulzie is 3 miles west of Braemar, below the road to the Linn of Dee. A path strikes out of the main road a little short of it, and leads to a little bridge across the stream, whence it climbs again to the road. The stream is not large, but the ravine is very narrow and almost hidden by the abundant growth of birch and other trees, thus adding the charm of a beautiful sylvan dingle to a waterfall scene. $\frac{1}{2}$ m. further, scarcely seen from the road, is **Mar Lodge**, the Highland home of the Duke of Fife, rebuilt in 1895, in which year the original mansion was burnt down.

One-and-a-half miles beyond the Corriemulzie Linn is the hamlet of **Inverey**, whence, by striking up a road to the left, the tourist may reach, in another mile and a half, the *Colonel's Bed*, a small cavern a few feet above the water's edge in a deep and picturesque gorge.

There are several cottages at *Inverey* where one may stay till the beginning of August. Persons crossing by Glen Tilt can stay a night here at any time.

. All the above scenes may be comprised in one day's excursion of about 20 miles (walking or driving) from Braemar by following the road westwards to the Linn of Dee (*see p. 115*), and returning along the north side of the river to Invercauld Bridge.

Braemar (or Ballater) to Loch Builg, Tomintoul and Ballindalloch (Spey-side). Braemar to Loch Builg (road), 13 m.; Inchrory Lodge (footpath), 17; Tomintoul (road, inns), 24; Dalnashangh Inn, 38 $\frac{1}{2}$; Ballindalloch Station, 40.

— Ballater to Corndavon Lodge, 12 m.; 14 $\frac{1}{2}$ m.

Mail-coach from Tomintoul to Ballindalloch early every morning; fare, 3s. 6d. Also Coach, 9 a.m., from June to Sept., to Grantown.

All the routes here mentioned are practicable for carriages except for the 4 miles between Loch Builg and Inchrory Lodge. *For carriage-route to Tomintoul see p. 109.*

A carriage-road has lately been constructed connecting Braemar with Loch Builg. It attains a height of 2,200 feet and affords very fine back views across the Dee valley to Lochnagar and other mountains during the ascent. In the scarcity of carriage-drives from Braemar this is a welcome addition, as it opens up a good round of 27 miles by Loch Builg, Corndavon Lodge and Balmoral (4 m. extra by *Gairnshiel*).

The Routes (a) from Ballater. See p. 109 as far as Loch Builg. (b) from Braemar. The Ballater road is quitted beyond Invercauld Bridge (3 m.) and the mountain-road, after passing several farms and crossing the Feardar Burn ascends in zigzag fashion to its highest point. During the ascent a splendid retrospect opens out across the Dee valley to Lochnagar, and as we near the highest level Balmoral is seen down a tributary valley. Then comes a dreary moorland, whence a long descent leads to **Loch Builg**. This loch is about a

mile long, and its shores are uninteresting. A peculiarity of it is that, though it is close to and scarcely 50 feet above the Gairn valley, its water flows in the other direction and contributes to the Avon, and so to the Spey. A shooting-lodge is the only habitation on its shores. Here the road ceases, and the track, following the east side of the loch, is continued over some rough, uncultivated ground, whence, crossing the stream twice, it drops into the clearly defined valley of the Avon a little short of the remote but charmingly situated shooting-lodge of **Inchrory**. The Avon comes down a wild treeless glen from between Muich Dhui and Cairn Gorm, and from Inchrory a good road, with interesting valley scenery when it rises high above the stream, notably the gorge of the Ailnack, $1\frac{1}{2}$ miles short of Tomintoul, follows its course all the way.

Tomintoul [Hotels:—*Richmond Arms*; *Gordon Arms*; both reconstructed and reasonable], the highest village* in Scotland, being 1,150 feet above sea-level, consists of one very long street. Though possessed of no special attraction in itself, it is a centre of an interesting country, and its very remoteness, combined with its invigorating air, makes it a pleasant place of sojourn for those who have livers and want a thorough change. It contains a large Roman Catholic church. There is good fishing.

From Tomintoul there are two roads to Ballindalloch; the most interesting is that which keeps to the Avon valley all the way. The other, taken by the mail-cart, passes the Glenlivet Distillery. The Avon valley is pleasantly wooded and the road commands an excellent view of it. Perhaps the most striking bit is a little beyond the comfortable little hostelry of **Dalnashough**, where the river is crossed by one of the few bridges that withstood the flood of 1829, close to the entrance to **Ballindalloch Castle**. There is no inn at *Ballindalloch Station*.

There is also a fair but very hilly carriage-road from Tomintoul to **Grantown** (14 m.); hard going for cyclists. *For description see p. 150*; *Grantown*, p. 147.

Another pleasant **Circular Drive** from Braemar of about 14 miles is by Deeside along the Ballater road for nearly 7 miles to the bridge over the Feardar Burn (just beyond the *Invercauld Arms* at Inver), returning by the Feardar Glen and the Loch Buig route, the connecting link being a road that starts from the Balmoral side of the Feardar Bridge. This route does not touch the higher part of the Loch Buig road.

Braemar to Ballater and Aberdeen. (Maps opp. pp. 114 and 75.)

Braemar to Balmoral (coach), $8\frac{1}{2}$ m.; *Ballater*, $16\frac{1}{2}$; *Aberdeen (rail)*, 60.

Coach three times a day to Ballater: 5s., 4s. See yellow pages.

This route is too fully described the reverse way (p. 104) to require anything more than a brief summary of its leading features taken in this direction. Quitting Braemar, the road winds round the side of *Craig Choinnich*, passing *Braemar Castle* on the left hand. Pedestrians may follow the Blairgowrie road for a short distance, and walk round the south side of *Craig Choinnich* by the *Queen's Drive* (p. 111). The two routes unite about $2\frac{1}{2}$ miles from Braemar. Nearly opposite the meeting point is *Invercauld House* (p. 111), and about a mile beyond it the river is crossed at *Invercauld Bridge*, whence the *Falls of Garavalt* (p. 111) may be visited. At 7 miles from Braemar a good roadside inn, the *Invercauld Arms*, is passed on the left, succeeded by *Balmoral* and the village of *Crathie*. From about here a good view of *Lochnagar* is obtained. Then comes *Abergeldie Castle*, a residence of the Prince of Wales,

* Save one—Wanlockhead, 1,380 ft.; also Leadhills—both in Dumfriesshire. More than one in England—in Durham and Derbyshire respectively—are higher.

beyond which the road continues without any special object of interest until, after crossing the Bridge of Gairn, $1\frac{1}{2}$ m. short of Ballater, it bends to the right and, when the trees allow, affords a charming view up the valleys of the Dee and the Muick.

For **Ballater** see p. 106, and the railway thence to **Aberdeen**, p. 104.

Braemar to Blairgowrie and Dunkeld. (Map opp. p. 75.)

Braemar to Spittal of Glenshee Hotel, 15 m.; *Persie Inn*, 26; *Bridge of Cally (Temp. Inn)*, 29; *Blairgowrie*, 35; *Dunkeld*, 47.

Coach every morning after June 30th in about 8 hrs. Fares (including driver), 15s. to 17s. Also to Pitlochry, 48 m.; 16s. (started in 1902).

This is the only through carriage-route from Braemar, except the one to Ballater. It rises to a height of 2,200 feet between Braemar and the Spittal of Glenshee. The scenery during the first half of it is characteristic, but nowhere of superlative excellence. For the rest of the way the road passes through a country in places remarkably picturesque, but without any pretensions to grandeur.

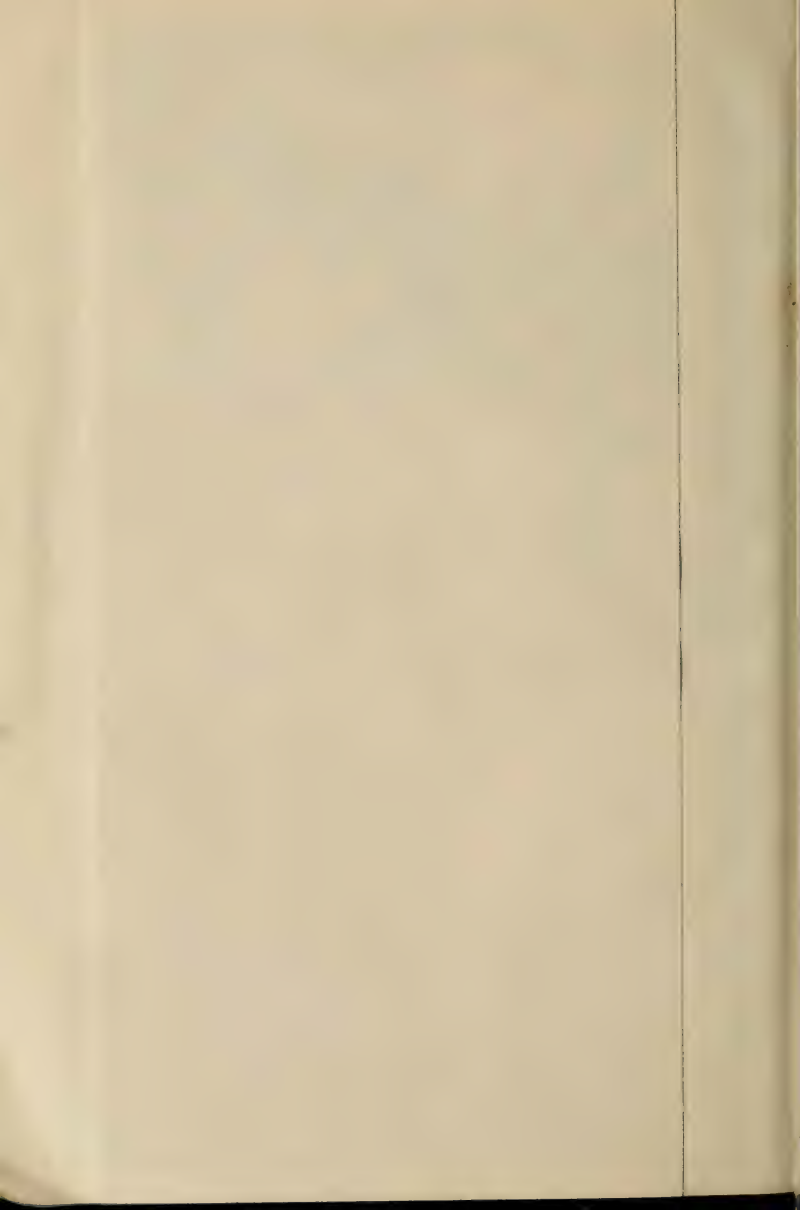
Quitting Braemar we ascend gradually by the new road on the east side of the *Clunie Water*. In 2 miles we cross the *Callater Burn*, beyond which a by-road strikes off for Loch Callater and Lochnagar. (See "*Mountain*" section.)

To Clova and Kirriemuir or Brechin. *Braemar to Clova* (good Hotel), 19 m.; (—*Brechin*, 42) *Kirriemuir*, 34. This route, which quits the Blairgowrie road on the far side of the bridge over the Callater Burn, is fully described the reverse way on page 90. Three miles further (5 from Braemar) it reaches *Loch Callater Lodge*, whence, keeping the north bank of the lake and the burn beyond it, the track, very faintly marked in places, reaches the ridge of the **Tolmount** (2,935 ft.) in about 4 miles, bending to the left a mile short of it to avoid precipitous ground in front. It is marked by poles and stone "men." The ridge is crossed about half-way between the peak of the *Tolmount* itself, on the right, and the *Knaps of Fafernne* on the left. Then, as directed on page 90, you may either go south-east for *Lock Esk*, whence is a good track, or go down into *Glen Doll*, with the White Water below on the right. In either case the carriage-road is entered 4 miles short of *Clova*, whence a carriage may be hired for Kirriemuir or Brechin at the little Ogilvy Arms Hotel.

To Kirkton of Glenisla and Alyth. *Braemar to Glenisla Hotel*, about 25 m.; *Alyth*, 31. About 8 miles from Braemar, at an elevation of some 1,700 feet, a track strikes out on the left hand a few yards short of a bridge over the main stream of the valley. This leads over a dip, nearly 3,200 feet high, between *Cairn-na-Glasna* on the left and *Glasmear* on the right, into *Glen Isla*, dropping into the valley from *Monega Hill* (2,917 ft.), and passing the shooting-lodge of *Tulchan*. Here it becomes a carriage-road, proceeding between *Mount Blair* and the river *Isla*. Half-a-mile beyond the foot of Mount Blair it crosses the stream, and in another 2 miles reaches the **Glenisla Hotel**, a comfortable country house. Here it is best to recross the river and ascend by a horse-track which joins the road again near the summit of *Drum Derg* (1,487 ft.). Six miles beyond the Glenisla Hotel is the beautiful *Reekie Linn* (p. 87), whence a rough road leads over the *Hill of Alyth* to *Alyth* itself. This route is more fully described in the reverse direction on page 87. The writer has no personal acquaintance with it between the divergence from the Blairgowrie road and the foot of Mount Blair.

The highest point of the road is reached about 10 miles from Braemar, between the *Cairnwell* mountain on the right and *Glasmear* (the "grey lumpy hill") on the left. Hence we descend—very abruptly at first by the *Devil's Elbow* (700 ft. in 2 miles)—to the *Spittal of Glenshee Hotel*, a good hostelry.





Spittal of Glenshee to Pitlochry. *Pedestrian track, 5–6 hrs. (16 m.)* The track for the first half-dozen miles is not very clear, and the tourist should make sure of it by enquiries at the hotel before starting. Afterwards (near a public-house—the “Straloch Inn”) it joins the mail-cart route from Kirkmichael to Pitlochry, passing over the southern slope of *Ben Vrackie* and through the village of *Moulin* (15 m., *good hotel*). There is a beautiful view over the Garry during the descent to Pitlochry, the finely peaked Schiehallion holding the pride of place in the background.

Beyond the Spittal the road follows the course of the Shee Water, and leaves Mount Blair (*p.* 88) on the left. Two miles past the *Persie Inn* (a fair road-side house) it drops to the *Bridge of Cally*, a romantic spot near the confluence of the Ardlie with the Shee Water, which henceforth goes by the name of the Ericht.

Here the road to **Kirkmichael** (7½ m.) and **Pitlochry** (19½) bends abruptly back. See *p.* 125.

About 4 miles further the latter stream passes through the very fine rocky **Gorge of the Ericht**, on the opposite side of which, almost overhanging the water, is *Craighall*, the supposed original of the “habitation of the Barons of Bradwardine” in “Waverley.” On this estate 145,000 trees were blown down in the gale of November, 1893. The road then descends to and crosses the stream, displaying nothing else remarkable until it reaches—

Blairgowrie. [*Queen’s (B. & A., 4s.), Royal: p.* 134.] This town enjoys a sheltered situation, favourable to strawberry-growing. From it we may either take the train to *Coupar Angus* and *Perth*, or continue on the coach to *Dunkeld*. The route thither passes along the sides of a succession of small lakes, but displays nothing more than pretty scenery until **Dunkeld** itself comes into view. For *hotels*, etc., see *p.* 119.

Braemar to Blair Atholl by Glen Tilt. (Maps opp. *pp.* 146 and 140.)

Braemar to Linn of Dee (carriage-road), 6 m.; Bynack Lodge, 12; Forest Lodge (path), 22; Blair Atholl (carriage-road), 30.

Highest point of route (14 m. from Braemar), 1,550 ft., 450 above Braemar; 1,150 above Blair Atholl.

Pony and guide, 25s. Carriages may be taken to Bynack Lodge (21s., pair-horse), and (if telegraphed for to Blair Atholl) from Forest Lodge to Blair Atholl.

Pedestrians should give a full day to the walk. There is no house of entertainment on the way, but at a stress a bed may be got at Bynack Lodge or at one of the keepers’ (2) houses, about a mile E. of the lodge.

Route fully described the reverse way on p. 140.

This is the easiest route from Braemar westwards, being 2 miles shorter, 1,200 feet lower, and much smoother than the one by the Larig Pass (*p.* 116) to Aviemore. Quitting Braemar, the road keeps well up above the river for the first few miles, affording a fine view across the valley into Glenquoich, and to the distant Grampians from Ben-a-Bour to Ben Muich Dhui, Cairn Toul, and the Devil’s Point. After passing *Corriemulzie Falls* (*p.* 112), we descend to *Inverey*, and thence keep the level of the stream to the **Linn of Dee**. The deep chasm through which the river here pours its closely confined waters is well seen from the bridge, a handsome granite structure built about 30 years ago. Our road turns sharp to the left on the other side of the bridge, and we

very soon say "good-bye" to all cultivation. Taking the route in this direction there is no great climb to be encountered, the elevated position of Braemar itself giving the traveller a very acceptable "fillip" to begin with. The change into the wild and desolate region is abrupt. Three miles beyond the Linn of Dee we recross the river by a wooden bridge, and then quit its side. From its wild birthplace in the ice-cold Pools of Dee it pursues as far as this point a southerly direction. Ben Muich Dhui, Cairn Toul, and the Devil's Point again come into view on the right hand, the latter recognisable by its precipitous eastern scarp. The carriage-road crosses the Geldie Burn by a ford. Pedestrians should turn up the Geldie for $\frac{1}{4}$ mile; cross it by a footbridge, and then keep along a track on the west side of the Bynack, till this stream is crossed by a bridge closed to Bynack Lodge. (This avoids several troublesome fords.) Near **Bynack Lodge** the carriage-road ceases, and in another two miles we reach the highest point on the route, and enter Perthshire. The feature in front is now the finely formed Ben-y-Gloe group of heights, which fling down their steep slopes into Glen Tilt with great effect. A long two miles beyond the top of the pass the **Tarf** is crossed by a bridge erected by the Scottish Rights of Way Society.

The track now descends the narrowest part of *Glen Tilt*, keeping to the right hand of the stream, to **Forest Lodge** before reaching which the valley somewhat widens, and becomes pleasantly pastoral, somewhat of the best "Lowland" type. The peak of Schiehallion nobly fills up the gap in front. The eight miles of carriage-road between Forest Lodge and Blair Atholl are fully described on page 141. The road crosses the stream three times, and enters the Blair Atholl and Pitlochry one opposite the *Glen Tilt Hotel*.

Pedestrians are advised not to recross the river beyond the Marble Lodge, but to keep it on the right all the way, ascending to the *Fender Bridge* before the final drop into Blair Atholl (*see map*).

Braemar to Aviemore, on the Highland Railway, by the Larig Ghru. (Map opp. p. 146.)

Derry Lodge (road), 10 m.; Pools of Dee (footpath), 18; Aviemore Station, 30; Lynnwilg Inn, 32. Height of Pass, 2,760 ft.

Route described the reverse way, p. 143.

An early start should be made for this journey, and a full day allowed for it. The mileage is little index to the time. The summit of the pass, beyond the Pools of Dee, is a Petra-like wilderness of stones, which can only be traversed on foot and at a very slow pace. Twelve hours is extremely good time from inn to inn. In taking the walk in this direction, also, it ought to be specially remembered that the last part of the way is the most difficult to find. As far as the entrance into Rothiemurchus Forest, about 6 miles beyond the Pools of Dee, and just where the country opens out, the route, being generally hemmed in by mountains, is clear enough, but the tourist who enters Rothiemurchus Forest after nightfall will, probably, not emerge again till next morning. There are only too many tracks in it, but some are "blind" ones, and others make the most aggravating semi-circular curves. In darkness or in a fog there is nothing but the burn to enable the tourist to find his way, and between Derry Lodge and Coylum Bridge, 2 miles short of Aviemore, there is not a vestige of a human habitation, except a house called *Auldrnie*, $\frac{1}{4}$ mile short of the foot-bridge referred to on line 20 of p. 117. This is only inhabited in the shooting season.

As far as the *Linn of Dee* the Blair Atholl route, as in the foregoing description, is followed. Thence carriages have to reverse their previous direction for half-a-mile along the north side of the river, alongside a wooden deer-fence enclosing a not very old planting. Through a gap in this fence, caused by one missing rail, the pedestrian may enter a well-marked footpath, which goes through the planting and rejoins the carriage-road close to a bend in the *Lui Water*, a mile further on. The road then crosses the *Lui* and, keeping it on the left hand, continues as far as the entrance to **Derry Lodge**, a modern shooting-box. Here it ceases, and a path between the lodge and the stream must be followed for a $\frac{1}{4}$ mile. This path crosses the *Derry Burn*, a few yards above its union with the *Lui Beg* ("Little Lui") Burn. On the south side of the latter is the **keeper's**

cottage reached by another bridge. Here milk and cakes can be obtained. There is no other house along the route for about 18 miles. Recrossing the last bridge, the track keeps the north side of the burn for two miles. Then, where the valley turns to the north and Ben Muich Dhui comes into view, it again crosses the burn by a bridge, and continues in its previous direction up to and round the southern shoulder of a hill which forms the southern spur of Ben Muich Dhui, dropping into *Glen Dee* on the other side. This part of the route is marked by a white granite walk a yard wide. During the slight descent into Glen Dee, *Glen Gauschan*, one of the most desolate corries in the Highlands, comes into view in front. It is flanked on the north by a precipitous rock called the *Devil's Point*. The route, degenerating into a rough foot-track, continues for some miles up the east side of Glen Dee, crossing the stream just after it has received one of its most important tributaries from the hollow between *Cairn Toul* and *Bearach*, the *Garrachorry Burn*, which constitutes in reality the main source of the Dee. The towering peak of the former mountain and the wild corrie high up on the latter are very impressive objects during this part of the walk. Opposite to them, on the east side of the glen, *Ben Muich Dhui* rises abruptly. Soon after crossing the stream, the **Pools of Dee**, icy cold in the height of summer, are reached. They consist of four very small tarns, between which the water flows underground. Immediately beyond them the top of the pass is reached, and the traveller has to pick his way over a chaotic desert of red-coloured boulders. The stream on the other side of the *col* is at first kept on the right bank, but is crossed in less than two miles, just on its reappearance after running for some distance under rocks, after which the path crosses a plateau of stunted heath and moraine-heaps till it emerges on to a cart-track, or rather, close to the convergence of three cart-tracks. Here and further on are the finger-posts of the Rights of Way Society. Following the left-hand track you turn to the right past Auldrue, traverse a greensward, and then, crossing, by a bridge, the burn alongside which you have been so long descending, you come to another finger-post. Hence proceeding (a) by road, and, passing (2 m.) Loch-an-Eilean, you may reach **Aviemore Station and Hotel** in 5 miles; (b) taking the path to the right which is narrow and in places almost overgrown, you keep near to the burn, and in 2 miles reach **Coylum Bridge**, whence it is another 2 miles by good road to Aviemore Station. The *Lyncliff Inn* is nearly 2½ miles south of the station.

N.B.—If, instead of taking the path to the right (4 lines above) you proceed to the Loch-an-Eilean road, and there turn to the right by the road that runs north from Glen Einnach, you will reach, in two miles, Coylum Bridge, by a good driving road. The gate may be locked, but is easily scaled.

Braemar to Nethy Bridge (by Glen Nethy), 32 m.; and Grantown-on-Spey, 38. (Maps opp. pp. 146, 147.) *Road for first 10 and last 13 miles. For full description the reverse way see p. 151.* Taken in this direction the points to bear in mind are—To quit the Ben Muich Dhui track where it bends left up Corrie Etchachan, 4 miles beyond Derry Lodge; keeping straight on north (path indistinct) for the *col* in front; then, after crossing the Avon, to work obliquely up and round Ben Bynac; lastly, to carefully note the sentence in brackets at the foot of page 151 as to the turn at Rynettin.

For the ascents of Ben Muich Dhui and Lochnagar from Braemar, see pp. 287, 296.

* Note (1902). An attempt is being made to clear the growing heather out of the track. All who traverse the pass should help.

The Highland Railway.

◆

Perth to Inverness. (Maps opp. pp. 75 and 165.)

Perth to Dunkeld, $15\frac{1}{2}$ m.; *Ballinluig Junc.*, $23\frac{1}{2}$ (—*Aberfeldy* $32\frac{1}{2}$); *Pitlochry*, $28\frac{1}{2}$; *Blair Atholl*, $35\frac{1}{2}$; *Struan* (for *Kinloch Rannoch*), 40; *Kingussie*, $71\frac{1}{2}$; *Aviemore*, 83; *Carr Bridge*, $90\frac{1}{2}$; *Inverness*, 118.

—*Aviemore to Boat of Garten* (for *Speyside line*), $5\frac{1}{2}$; *Broomhill* (for *Nethy Bridge*), $9\frac{1}{2}$; *Grantown*, 13; *Forres*, 36; *Nairn*, $45\frac{1}{2}$; *Inverness*, $60\frac{1}{2}$. For trains, see yellow pages.

Ref.-Rms. at *Kingussie* and *Forres*. Bear in mind that some of the Highland platforms are not very far less than a quarter-of-a-mile in length.

Sleeping-car (*extra fare 5s.*) by night train.

The direct through line from Aviemore to Inverness, opened in 1897, shortens the distance to Inverness by 26 miles and the time by $\frac{3}{4}$ to 1 hour. It has the effect, however, of leaving such important health and pleasure resorts as Grantown, Forres, and Nairn on a siding, and to some extent prolonging the time of transit from Perth to those places.

Cycling. — See *Pink Pages*. Very fine run to Struan, 39 m.; and from Newtonmore (69) to Carr Bridge, 91. The rest heavy going, especially the long ascent between Struan and Dalwhinnie. The road in this part has, however, we are told, been much improved. The route is extensively used by motor-cars.

The scenery along this route is more or less interesting throughout. By far the most beautiful part is that in which it threads the valleys of the Tay, the Tummel and the Garry from Dunkeld to Blair Atholl, attaining its climax in the Pass of Killiecrankie. Along Spey-side, too, between Kingussie and Grantown the view of the chief heights of the Eastern Grampians is a fine one, and in descending to the sea-level at Forres there is a very charming outlook across the Moray Firth. The summit-level (1,500 ft.) is reached in the Pass of Drumochter between Blair Atholl and Kingussie.

The Route. For the first 24 miles the railway follows more or less closely the valley of the Tay, flat and fertile for the first 10 miles, then enclosed by richly-wooded hills.

The first object of interest is **Scone Palace**,* well seen on the right-hand side, $1\frac{1}{2}$ miles after leaving Perth. The present mansion is modern and castellated. It is occupied by Lord Mansfield. In the old Abbey of Scone, occupying pretty much the same site, the Scottish kings were crowned, from Kenneth II. to James VI. Charles II. was also crowned here two years after his father's execution. The famous *Coronation Stone*, however, which had been brought here from Dunstaffnage, near Oban, was removed to Westminster by Edward I., and the old Coronation Hall has been supplanted by a long gallery.

At **Stanley Junction** (7 m.; "Whites," $\frac{1}{2}$ m.), the Highland railway proper commences, the previous part of the route having been over the main line of the Caledonian company to Aberdeen. The fertile plain of *Strathmore*, rich in corn-crops, extends on the right between the Sidlaw Hills, which separate it from Dundee,

* Pron. "Scoon." Not to be seen outside or inside by road.





and the southern spurs of the Grampians. Near the next station, *Murthley*, the valley narrows, and the sylvan hill-scenery which lasts as far as Blair Atholl, commences. A large building on the right, close by the station, is *Murthley Lunatic Asylum*, and on the same side further on is *Murthley Castle*, momentarily seen through a short avenue of trees. Then, passing through a tunnel, we come in two minutes full upon a glorious basin in which lie *Birnam* and *Dunkeld*—a marvellous concentration of richness and beauty. Those who know Derbyshire can scarcely fail to be reminded of Matlock. The features are very much alike, only here the scenery is of a grander and more decided character. The Tay, not spoilt by artificial weirs as the Derwent is at Matlock, flows in a majestic stream through a green, richly-cultivated valley, enclosed on all sides by hills and cliffs, which have scarcely space to disclose their rocky abruptness for their covering of fir and other trees from base to summit. On the right are the villages of *Birnam* and *Dunkeld*, hardly visible, however, from the line till the station is reached and then only at intervals. On the left *Birnam Hill*, only now recovering, to all appearance, from the loss of raiment which it sustained through its march to Dunsinane a thousand years ago, rises directly from the railway. An oak and a sycamore, the “twin trees of Birnam,” are, according to popular belief, the only remains of the original wood; they stand near the river in front of Birnam House.

Birnam and Dunkeld.

Hotels: *Birnam*: *The Birnam* (fine site close to station; C.T.; B. & A., 1s. 6d.); *Dunkeld*: *Royal* (Fisher's), *Atholl Arms* (C.T.); 2 smaller inns, and good lodgings at both places (all good class). *Epic.* Ch. near station.

P.O., *Birnam*, open 7–8; *Sun.*, 9–10, 1–2. Chief desp., abt. 2.20 and 5.10 p.m.; del., 7.20 a.m. *Dunkeld* earlier desp., later del. **Tel. Off.**, 8–8; *Sun.*, 9–10.

These two bright, healthy, and charmingly situated villages are a mile apart. They are both good tourist-centres, affording a large number of delightful drives and walks. **Birnam** stands on the higher ground (200 ft.), close to the station, and **Dunkeld** on the opposite side of the Tay, which is crossed by a bridge more handsome than picturesque. The Highland Games, amongst the best attended in Scotland, are held at Birnam on the last Thursday in August. The chief objects of interest within the limits of a short walk are as follows:—

Dunkeld Cathedral (*Fee optional*) may be visited separately or included in the walk through the grounds (*see below*). This venerable structure, like its compeers at Dunblane and Paisley, affords an illustration of the proverbial thrift of the Scotch people. So much of it as is required for parochial purposes has been maintained or restored, and the rest left to nature. The result, though somewhat incongruous, is not altogether unpleasing to the eye. The beauty of the fabric itself is greatly aided by that of its situation in a park-like area adorned with noble timber, and by the foliage which clings to the ruined part. A couple of larches growing near the west end are amongst the oldest and finest of their kind in the country. They were brought from the Tyrol a century and a half ago.

The *tower*, at the west end of the church, remains intact, but the *nave*, which unites the tower with the modern church (formerly the *choir*) is open to the sky. Its details are mostly Early Gothic, but it contains some Norman features. A course of semi-circular windows beneath the clerestory is almost unique.

The historical interest of Dunkeld Cathedral dates back to the sixth century, when the followers of St. Columba founded a religious house on its site. The age of the present building is uncertain. Those uncompromising promoters of the picturesque—the Reformers—have bequeathed to us the ruins.

The Duke of Atholl's Grounds. (*Admission 2s. for one person, 1s. each more than one. This includes the Hermitage.*) The entrance to these grounds is through a lodge-gate on the curve of the road beyond Fisher's Hotel. Then, after visiting the Cathedral (*see p. 119*), if we have not already done so, we notice the foundations of a *Palace* commenced by the fourth Duke of Atholl, but abandoned at his death. The greatest charm of the park, however, is the beautiful river scenery which it commands, and the splendid timber. Fir, oak, sycamore, and many other forest trees display their noblest proportions.

The Terrace Walk along the river-side, entered from the grounds, affords beautiful views. From it visitors may ferry across the stream and proceed up the Braan valley to the Rumbling Bridge by the lower (Hermitage) Falls (*p. 121*) without returning to the village. These **Lower Falls** are close to a little bridge, and hard by is the *Hermitage*, or "*Ossian's Hall*." The original building was destroyed many years ago, and the present one is closed.

Hence the path turns a little to the right, and enters a lane by a gap in the wall, close to a cottage and within $\frac{1}{4}$ mile of the *Rumbling Bridge* and the *Upper Fall* (*p. 121*).

Ascent of Birnam Hill (1,324 ft); $\frac{1}{2}$ —1 hour from the station. No visitor who has a few hours to spare hereabouts should omit to climb Birnam Hill. It is one of those easily accessible heights which afford extensive distant views in combination with near ones enhanced by the close proximity and consequent distinctness of the details;—not a mere panorama of mountains faintly relieved by strips of loch and glen.

Pass underneath the railway by the bridge north of, and close to the station. On the other side of the bridge take the path to the left, slightly diverging from the lower road. At first it is somewhat steep, and zigzags a good deal. Then it pursues a comparatively level course, in a westerly direction, apparently going considerably beyond the summit, which is hidden by a thick plantation, but in reality working gradually round to it; a steep and obvious short cut is best made in descending only. The actual top lies some way back from the one visible from the village of Birnam. From the latter point, which hides part of the valley from the former, the best near view is obtained. A wide walk through a planting of fir, not yet high enough to obstruct the prospect, leads from one to the other.

From the summit the view extends to Ben Lawers and Schiehallion, 25 miles away in a direction rather north of west—the latter recognisable by its conical peak, and the former presenting a broken ridge to the left of it. Still more to the left the top of Ben More may be described in the distance. Northward Ben Vrackie is not more than a dozen miles distant. Behind it rise Ben-y-Gloe and the other heights of Glen Tilt, and further to the east are Mount Blair and the mountains which separate the Dee from the Tay basin (Glasmeal, &c.). A group of lakelets on the Blairgowrie road is a pleasing feature in the prospect to the north-east, and just over Dunkeld, whose cathedral, bridge, and couple of streets appear as in a bird's-eye view, Craig-y-Barns, the guardian rock of Dunkeld, shows its abrupt, yet graceful outlines, softened by their head-to-foot covering of trees. Turning more to the east and south-east, the eye ranges over the rich plain of Strathmore (the "great flat") to the Sidlaw Hills, on the right of which lies Perth.

Due south are the Ochils. Then to the south-west we have a stretch of low undulating moorland close at hand, carpeted all over with the brightest heather and descending northward to the richly wooded valley of the Braan, in which lies the Rumbling Bridge to the left of a patch of green trees.

Craig-y-Barns. (The "rock of the gaps.") Beautiful walks may be had through the woods which clothe this rocky height. They are best entered just

past the first milestone on the Blair Atholl road, close to a cottage, where those who wish to reach the top will do well to make enquiries, as the paths are to a great extent embowered in trees and labyrinthine in character. The path, after ascending obliquely for about half a mile, bends to the left up a hollow. The best view is obtained by climbing to the left out of this hollow.

The Rumbling Bridge and Falls of the Braan, 2½ miles from Birnam and Dunkeld.

Pedestrians should take the high (Crieff) road on the outward route, and return by a path on the opposite side of the river Braan, allowing at least 2 hours for the walk.

The Crieff road strikes to the left out of the highway leading up the south side of the Tay valley 200 yards beyond the junction of the roads from Birnam and Dunkeld respectively. Passing under the railway, it ascends until it has the deep ravine of the Braan far below on the right. The view down, where the trees admit of one, is charming, especially from a point at which we overlook a little stone bridge (closed to the public) just below the lower fall. Some way beyond this the **Rumbling Bridge** lies, to the right of the road, a short distance down the first lane in that direction. The **Upper Falls of Braan**, which are no great height, are almost under the bridge, whence the visitor looks down upon them, noting at the same time the picturesque rock-strewn course of the stream above them.

From a point close to the bridge, a steep path, consisting of steps in its lower parts, descends to the river-bed, whence, from some large boulders, the scene is best viewed. The water rushes through a narrow gorge overhung by ivy-weathered rocks, below which it forms the blackest of pools. As at Dungeon Gill in Westmorland, a fragment of rock has fallen and got wedged in between the walls of the chasm. Here, however, it has fallen almost to the bottom, and forms a rude arch which plays a pretty part in the general scene. Foolish people have risked their necks for the pleasure of scraping their initials on this rock.

In returning, follow the lane on the north side of the stream for a short distance, and then take a cart-track leading to a cottage, on the far side of which a path leads through a gap in the wall into the woods at the side of the stream, and reaches the **Lower Falls** close to the little bridge before mentioned (*p.* 120). Those who descend from the Upper Falls cannot lawfully or easily get on to the main road again without "beating back" to the gap in the wall near the cottage about ten minutes' walk. The view up the Tay valley in returning to Dunkeld is very lovely.

An interesting excursion may be made from **Dunkeld to Loch of Lows, Loch of Craiglush, and Loch Ordie** (*abt. 8 m.; see map*). The last-named is an upland loch nearly 1,000 feet above the sea, and entirely surrounded by pine-woods. From it a road leads down to Guay Station in about 3 miles. The highway also between **Guay and Dunkeld** (6 m.) is very charming.

For the coach-drive from Dunkeld to Braemar, see p. 134.

Continuation of main route:—A mile beyond Dunkeld the railway crosses the Braan (peep up-stream, left); then, after a short tunnel it covers lovely reaches of the Tay on the right. At **Dalguise** (20½ m.) the model farm-buildings of the dowager Duchess of Athole are seen on the hill-side to the right. They are shown to visitors, and are a very interesting sight. Then we cross the Tay (fine view both ways). At Dalguise the valley widens out. Then passing **Guay** (21½ m.) we come to (24 m.) **Ballinluig Junction** (*Ref. Rm.*), close to which the heavy combined contribution of the Tummel and the Garry swells the stream of Scotland's largest river. The Tay, in fact, is said to carry more water into the sea than any other river in the kingdom.

A monument on the lower spur of the hill, to the left of the line, a little beyond Ballinluig, is in honour of the late Duke of Atholl.

At **Logierait** ($\frac{3}{4}$ m., by new bridge over the Tummel) there is a comfortable little hotel. Here, too, a ferry takes carriages across the Tay. The drive to Pitlochry, along the west side of the Tummel is delightful. Pedestrians cross at *Portnacraig Ferry* (5 m.). Carriages proceed $1\frac{1}{4}$ miles further to Cluny Bridge, making the distance 7 miles.

The Aberfeldy Branch (9 m.) continues along the south side of the Tay through scenery still picturesque, but inferior to that in the neighbourhood of Dunkeld. About one-third of the way, on the left hand, is the *Grandtully Hotel*, and twice that distance, on the same side, the *Old Castle of Grandtully*, which has been mentioned in connection with the "Tully-veolan" of "Waverley." At Aberfeldy, the *Breadalbane Arms* is close to the station; the *Palace and Station* still closer, and the *Weem Hotel* 1 mile away on the far side of the river; (*Omnibus free*).

For a description of the Town, and the excursions from it, see p. 135.

Proceeding along the main line from Ballinluig we change the Tay for the Tummel, one of the loveliest streams in Scotland. Its full beauty, however, is not seen until we pass Pitlochry, 5 miles higher up the valley. A little short of the village, on the right hand, is the *Atholl Hydropathic Establishment*, a large and finely situated building. *Route continued, p. 125.*

Pitlochry.

(Maps pp. 138 and 119.)

Hotels: — *Fisher's*, adjoining the Station (first-class, with beautiful flower-garden); *Scotland's* (B. & A., 3s. 6d.; good), S. of the station, on the Moulin Road. *Moulin* ($\frac{3}{4}$ m. away on Kirkmichael road, good and healthy situation). *Atholl Hydro*; *Pitlochry Hydro*.

P.O. open 7—8; *Sun.*, 9—10, 11—12. Chief desp., 1.40, 6.15 and 10 p.m.; *Sun.*, 1.50; del., 7.40 a.m. **Tel. Off.**, 8—8; *Sun.*, 9—10 a.m. **Height** above sea, 350 ft.

Public Conveyances, on certain days of the week, at cheap fares, to *Blair Atholl and the Falls of Bruar, Queen's View, Dunkeld, &c.* **Mail-cars** with passengers daily to *Tummel Bridge and Kirkmichael*. **Coach** to *Kinloch Rannoch and Rannoch Station* (see *Yellow Sheet*).

Pitlochry has not entirely lost the rustic simplicity which it possessed before tourists learnt to swagger and became enamoured of *table-d'hôte* at five shillings a head. It consists chiefly of one long irregular street of one or two storied houses, the exceptionally large ones being the *Hydro* and the chief hotel. The surrounding scenery is of the most beautiful character—lovely rather than grand, but of its kind not to be surpassed in Britain. The special attractiveness is due almost entirely to the valleys of the Tummel and the Garry, which afford perhaps the finest examples we possess of soft, and at the same time, rich glen scenery, as distinct from the wilder and nobler types found in the glens of Inverness-shire and Ross-shire, and the mingled richness and wildness of Borrowdale and other dales of the Lake District.

The tourist should, if possible, devote two or three days to the neighbourhood of Pitlochry. For climbers the ascent of Ben Vrackie is easy and remunerative; the smaller height of Craigour is within the compass of as delightful a two hours' stroll as can be wished for. The Pass of Killiecrankie can only be "glimpsed" by those who content themselves with a railway journey through

it; while no day's excursion can be much pleasanter than to take the early train to Struan and walk back by Trinafour, Tummel Bridge, and the Queen's View. Pitlochry is also a good pedestrian starting-place (though not so good as Blair Atholl) for Braemar, and the best for Kinloch Rannoch and the west coast by King's House and Glencoe.

Pitlochry to the Pass of Killiecrankie and Killiecrankie Station. $4\frac{1}{2}$ m. Even those who are in hot haste to get to the far north should quit their train at Pitlochry and proceed by the next from Killiecrankie, or Blair Atholl (3 m. further). The whole of the beauty of Killiecrankie lies on the Pitlochry side. The road, crossing the railway a little way out of Pitlochry, proceeds between it and the dense woods of *Faskally*, at the foot of which the Tummel and the Garry unite their waters, to *Garry Bridge*, recrossing the railway $2\frac{1}{2}$ miles from Pitlochry, after passing on the way the central house of Scotland. The carriage-road passes some distance beyond the bridge and then, forming an acute angle, descends to it. Pedestrians, however, may again cross the line by a foot-bridge opposite the Garry Bridge, and nearly 3 miles from Pitlochry. Carriage-people should also get down here and walk the distance to Killiecrankie Station, a little short of which the path by the river side again joins the high-road.

The **Bridge of Garry** spans the stream at the foot of the Pass, in a scene of beauty to which it is itself no mean contributor. From its parapet an unbroken view up the stream is obtained, supported at its far end by one of the sharp peaks of Ben-y-Gloe. For a full mile the river rushes tumultuously over a rocky bed, fringed with birch, fir, and other trees, which climb the steep slopes of the hills on both sides to the very summits.

From the far side of the bridge a by-road turns up the W. side of the river, and, passing **Tenantry Church**, re-crosses the river above the Soldier's Leap, and just under Killiecrankie station. Fine views: bad cycling.

Those who have no spare time to devote to the Tummel separately, but wish to see something of its beauty may reach the **Falls** of that river in a little over a mile from the Bridge of Garry, by taking a field-track as described on p. 124.

Leaving the bridge we pass through a gate on the east side of the river, and follow the path by its banks all the way through the **Pass of Killiecrankie**, thus gaining a thorough acquaintance with its beauty. One of the striking features of this part of the country is the great variety of foliage contained in it. In this respect it almost rivals that most glorious of woodland scenes, the Wyndeliff near Chepstow, than which it has more of the birch and less of the yew.

At the head of the pass, and close to the railway-viaduct, the river widens into a dark pool, into which the water rushes from a chasm, called the "*Soldier's Leap*," so named from the story of an escape of a Highlander at the time of the battle of Killiecrankie. Opposite to it is *Killiecrankie Cottage*, almost buried in foliage. The path now ascends to the high-road again, a few yards short of **Killiecrankie Station**. The site of the battle of Killiecrankie, in which the great Dundee won a fruitless victory for the Jacobites at the cost of his own life in 1689, is to the right of the railway, half-a-mile on the Blair Atholl side of Killiecrankie station. An upright stone is wrongly said to mark the place of his fall. The river may be crossed opposite Killiecrankie Station and a return made by the west side to Garry Bridge (*see map*).

Black Spout, $1\frac{1}{2}$ m. This is a very picturesque, though not sheer waterfall. To reach it follow the main road south-east under the railway (there is a pleasanter and shorter way through the Atholl Hydro' Grounds), and turn up to the left just over the *second burn*, passing again under the railway and by right-hand path, where a sign soon appears directing to the "spout." The dingle is densely wooded.

Craigour, 1,300 ft. 2 to 3 hours up and down. One of the loveliest viewpoints in Scotland. To reach it turn up the Moulin Road, which starts from the main road at right angles opposite the hotel-gardens and the station. At **Moulin** turn left behind the hotel and, a furlong further, left again between iron railings. Avoid the first turn up to a farm on the right, and presently, after a turn in

that direction, you pass through another farmstead, from which, bending right again, you reach by path the highest cottages visible. Craigour—a steep knoll, fir-clad on its western side, is now seen in front, and a pleasant path leads to the summit. From the knoll you command a glorious prospect. Eastward it is limited by Ben Uan close at hand and just allowing a peep of Ben Vrackie, but westward it extends over the entire length of Strath Tummel, including the lake, beyond which the graceful peak of Schiehallion forms the southern flank of the valley, and Ben Chuallach the northern. Nearer to hand, and a little to the left of Schiehallion, is Farragon Hill. If the weather be clear, the vista is continued over Loch Rannoch to the far off Sugar-loaf hills of Glencoe, otherwise known as *Buchaille Etive*, the “Shepherds of Etive.” Southwards the valley is seen almost as far as Dunkeld, the Tummel and the Tay uniting their waters about half-way down it. Close at hand, to the north, are the steep woody slopes flanking the Pass of Killiecrankie. In returning you may make a shorter cut to the station (*see map*).

Pitlochry to Aberfeldy (*pedestrian route*), 10 m. Pedestrians may avoid the circuitous railway route from Pitlochry to Aberfeldy by crossing the ferry at *Portnacraig*, a few hundred yards below Pitlochry, and taking a track over the hill to *Grandtully* (4 m; *Hotel*), whence they may proceed either by train or by the high-road for the rest of the journey.

Pitlochry to Pitlochry by Garry Bridge, the Queen's View, Loch Tummel, and the Falls of Tummel.

Pitlochry to Garry Bridge, 3 m.; Queen's View, 7; Tummel Ferry, 7½; Falls of Tummel, 11½; Pitlochry, 14½. Carriages do not usually cross the ferry at the foot of Loch Tummel, but should be taken round by Tummel Bridge, and along a charming road on the south side of Loch Tummel (total distance: 27 m.).

One of the sweetest walks in Scotland. Of all the tributary streams which go to swell the importance of the dignified Tay, there are none more merry and sparkling, in their separate existences, than the Tummel and the Garry, and there is scarcely a scene in the Highlands more charming than that in which they meet.

*** Those who wish to visit the *Falls of Tummel* only, may reach them in 3 miles by crossing the river at *Cluny Bridge*, 1 mile north of Pitlochry, and following its course by road or footpath for the remaining 2 miles.

The Route. Follow the Blair Atholl road past the house and woods of *Faskally*. Only a glimpse of the former is caught, and the meeting of the Garry and the Tummel is hidden by the latter. The road is often very dusty, and it is pleasant, about 3 miles on the way, to turn to the left across the footbridge which spans the railway, and to drop down to the *Old Bridge of Garry*.

The **Falls of Tummel** may also be visited from this point, by taking a foot-path which commences a little way beyond the bridge and, passing through wood and meadow, reaches them in about a mile. Those, however, who intend going the whole round, will see them without any *détour* on their return journey, otherwise they may proceed by path above the river and regain the road near *Bonskeid House*.

The *Bridge of Garry* forms part of the Killiecrankie scenery (p. 123). From it the view up the pass is very beautiful. Beyond it the road ascends through a birchen copse, passing in about a mile the castellated mansion of *Bonskeid*. It then makes a considerable circuit round and across the *Finecastle Glen*, beyond which, on a lofty abutment of rock, reached through a wicket, is the “**Queen's View**,” a prospect whose reputation is secure in the eyes of all lovers of the beautiful, even when stripped of the glamour of royal favour. Westward is seen the full length of **Loch Tummel**, its shores fringed with wood and meadow, and gradually rising to heath-clad moor. At its upper end is a real valley, green and cultivated as any in Westmorland; but the feature of the scene is Schiehallion, which rears its tapering cone beyond the far end of the lake. For simple unaffected grace no Scotch mountain can compare with Schiehallion. Immediately below, the lake narrows to the river between banks of emerald green. The one thing requisite for a just appreciation of Loch Tummel is sunshine. There is nothing grand or mysterious about it, and when the green of its meadows, and

the blue of its waters are dulled, and Schichallion is, as it were, beheaded by clouds, those who do not care to misunderstand nature had better stop away from the "Queen's View." The writer once saw it when the hills were covered with snow, when the rime was clinging to the trees, and the far off "Sugar Loaf" mountains of Glencoe, softened and etherealised, as it were, by the peculiar tinge of the frosted atmosphere, made the whole landscape as nearly resemble a heaven on earth as anything he had ever beheld.

A little further on, our road descends to the outlet of the lake. A ferry-boat takes us across. Under ordinary circumstances, it is no violation of decorum to forward your clothes in the boat and swim across. There is 19 feet of water. Hence the return route along the south side of the Tummel is very delightful. Though very hilly, it scarcely ever attains to the height of the outgoing one, and the view from it is restricted to the valley itself. The Queen's View and the mansions we have mentioned are seen high up on the other side of the stream. In 4 miles we are opposite the—

Falls of Tummel, to which a steep, short footpath descends. Their height is not more than 15 feet, and that is broken; but after a heavy down-pour the volume of water and the picturesque character of the surroundings give both eye and ear a rare treat. Beyond them proceed by path or road, crossing the river at *Cluny Bridge*, 1 mile short of Pitlochry.

Pitlochry to the Spittal of Glenshee. *Carriage route*—*Pitlochry to Moulin (Hotel)*, 1 m.; *Kirkmichael (Hotel)*, 12¼; *Bridge of Cally (Temp. Inn)*, 19½; *Persie Inn*, 22½; *Spittal of Glenshee Hotel*, 32½. *Pedestrian route*, 5-6 hrs.

Mail-car to Kirkmichael abt. 8 a.m.; starting back abt. 2 p.m.

The two routes, carriage and pedestrian, are identical as far as Inverchroskie, 3 miles short of Kirkmichael, where the latter strikes in a north-easterly direction across the hills direct for the Spittal, attaining a height of over 2000 feet, and thence dropping sharply down to Glen Shee just opposite the hotel. It is several years since the writer crossed by this route, and, so far as he recollects the path, it is certainly not so good as it looks on the map; in any case, the tourist should not take the walk without plenty of daylight before him.

The beauty of this excursion is mostly retrospective. Quitting Pitlochry by the Moulin road (p. 123) we enter an avenue at that village and soon bend to the right. In another mile a farm-road to the left and then right cuts off a corner. Hence the road continues to climb for a mile or so till it gains an elevation of 1,250 feet. During the ascent there is a splendid back view along the Tummel valley, and to Schichallion and Ben Lawers. The road then descends *Glen Breuchan* to *Poloskie Church*, about 1½ miles beyond which the foot-route to the Spittal strikes off to the left at *Inverchroskie* (Straloch pub. ho.), a few yards short of a burn. **Kirkmichael** (*Kirkmichael, Auld Chappie*) is 3 miles further. Hence the descent of *Strath Ardle* to *Bridge of Cally* calls for no description. For *Bridge of Cally* and the rest of the road see p. 115. Mail-car from Kirkmichael to **Blairgowrie** every afternoon, besides other conveyances.

For the **carriage route from Pitlochry to Kinloch Rannoch**, and **Rannoch Station** (W. Highland Railway), see pp. 138, 140.

Main Route continued. Beyond Pitlochry the railway passes to the right of the house and woods of *Faskally*, below which the Tummel and the Garry unite their waters, the former descending from the wild moor of Rannoch in the far west, and the latter issuing from the narrow defile which we are about to enter. The woods greatly obstruct the view from the line, and the traveller must look sharp and from the *left-hand* side of the carriage if he wishes to obtain any idea of the peculiar beauty of—

The Pass of Killiecrankie. This glen, famous alike physically and historically, is about a mile long and nearly straight. The railway climbs along its eastern slope, some way above the stream. On both sides the hills rise steeply and are clothed with wood from head to foot. Just before emerging on to the more open

ground at the upper end of the pass, we cross a handsome viaduct and enjoy for a few seconds a full-length view down it, with the "Soldier's Leap" at the bend (*p.* 123). Then a short tunnel takes us to (32 *m.*) *Killiecrankie Station*, a little beyond which, on the right-hand side, is the battlefield. An upright stone in the field, 50 yards beyond the road, is wrongly said to mark the spot where the great Claverhouse won his last victory and his death. The real spot is in the grounds of *Urrard House*, seen on the brow of the hill above. Hereabout the valley widens, and in another 2 miles we reach—

Blair Atholl.

(420 feet above sea). *Maps pp.* 138 & 140.

Hotels:—*Atholl Arms* (first class; C.T.; B. & A., 4s.), close to the station; *Glen Tilt* (smaller), 3 minutes from station, opposite the divergence of the Glen Tilt Road.

P. O., close to station, open 8—8; *Sun.*, 10.30—11.40. Chief del., 8.35 *a.m.*; desp., 1.40, 5.40 *p.m.*; *Sun.*, 1.40 only. **Tel. Off.**, 8—8; *Sun.*, 9—10.

Blair Atholl itself has not the commanding beauty of Pitlochry. It lies rather at the transition stage of the scenery, from the rich and sylvan to the wild and barren. All tendency to natural bleakness, however, has been removed by the work of the planter and cultivator, and historic, aided perhaps by a little aristocratic association, helps to make it a favourite tourist resort. The castle grounds are interesting, and the central position of the village for excursions to Glen Tilt, Strath Tummel, the Falls of Bruar, and the Pass of Killiecrankie, makes it an excellent headquarters for a few days. For the pedestrian, it is also the point of departure for the shortest and most interesting hill-route to Braemar (*p.* 140).

Blair Castle. (*Admission daily 9—6 o'clock, 1s. each.*) The principal entrance to the grounds and Castle of Blair is nearly opposite the Atholl Arms Hotel and the railway station. A long avenue of lime-trees leads across the park to the *Castle*, a building of no great architectural pretensions, but picturesque and characteristic, and by no means lacking that suggestiveness of romance which harmonises so well with the surrounding scenery. It is in the Scotch baronial style, and was restored to its present castellated condition in 1869. Behind it is the *Old Church*, wherein was buried Viscount Dundee. The old castle, dismantled in 1690, seems to have had as many political colours as the "Vicar of Bray," having harboured within its walls representatives of every shade of opinion—Covenanter, Jacobite, Puritan, and Hanoverian.

Close to the castle the drive crosses the *Bunvie Burn*, along the side of which are picturesque walks and groves. A few hundred yards further a turn to the right is made, and the burn recrossed. Then another road to the right, beyond some buildings, leads to the **Old Bridge of Tilt**, spanning a dark ravine of the river. Hence a return may be made direct to the *Glen Tilt Hotel*, or the walk may be continued up the glen on either side of the river. The road on the west side is the carriage-route up Glen Tilt, and continues through woods on the same side of the stream for $1\frac{1}{2}$ miles. That on the east side rises rapidly to the bridge over the *Fender Burn*, and is the pedestrian route up Glen Tilt. Near the bridge the Fender makes some pretty falls of no great height.

The Falls of Bruar (*free to the public*) are nearly 4 miles from Blair Atholl, and some way to the right of the Struan road. From Struan Station they are not more than half the distance. The railway passes very near, but not within sight of them. The highest of the three is almost a mile from the main road. The entrance-gate is on the west side of the burn, but from the lower bridge, a little way up, there are good walks up both sides as far as the

upper bridge, which is just above the highest and finest fall. Below the lower bridge is a natural arch of rock. The sides have been planted with firs, to remedy the defect which Burns noticed in the scene when he visited it. The whole is very beautiful. The storm of Nov. 18th, 1893, however, worked great havoc. Schiehallion, Farragon, and Ben Vrackie stand out finely.

Ascent of Tulach (the "knoll"), 1,541 ft. *above the sea*, 1,100 ft. *above Blair Atholl*. An excellent idea of the mountainous region surrounding Blair Atholl may be gained from this height, and a couple of hours will be ample time for the excursion. Cross the railway at the south end of the platform by the road which passes between the Atholl Arms and the Post Office. A foot-bridge spans the river, beyond which the hill rises a little to the right hand. Follow the course of a streamlet for a little way, and then bend slightly to the right. The summit lies back, and is marked by a small cairn. There is a wide panoramic view. Southward Schiehallion rises to a graceful peak, to the left of which is the bolder outline of Ben Lawers, and on the right the "sugar-loaf" mountains of Glencoe may be seen in clear weather. The most prominent and craggy height further north is Ben Alder, beyond Loch Erich. The Eastern Grampians, though comprising the loftiest summits visible, present, as usual, a dull and unvaried outline when contrasted with their western rivals. The wooded part of Glen Tilt is seen as far as the bend, to the right of which towers Ben y Glòe. Farther south Ben Vrackie rises to a point.

For **Blair Atholl to Braemar by Glen Tilt**, see p. 140.

From **Struan**, the next station to Blair Atholl, the mail-route to Kinloch Rannoch strikes off to the left up Glen Erichdie. "Machines" at Gow's small hotel, close to station.

Struan to Kinloch Rannoch, 13 m. *Mail-coach* in connection with morning mail, see *yellow pages*. The road for the first half of the route ascends *Glen Erichdie*, crossing the stream and turning south a little short of *Trinafour* (6 m.), where the pedestrian should ask his way by the new private road to Kinloch Rannoch. Nearly a mile further the highest point of the road (1,089 ft.) is reached. A little beyond this the new road strikes off to the right, joining the Perthshire and Kinloch Rannoch road $2\frac{3}{4}$ miles short of the latter village. The view in descending into Strath Tummel is very fine, Schiehallion being associate monarch of the scene. For *Kinloch Rannoch*, see page 139.

For the 39 mile walk from **Struan to Kingussie** see p. 130.

Approaching Struan we get a peep at Schiehallion over the depression on the left. Then the railway runs up the valley of the Garry, side-by-side with the stream, as far as its source in *Loch Garry*. The bed of the river consists entirely of slaty rocks lying at a sharp angle, and the lively racket of the water pouring over them is a pleasant relief to an otherwise dreary scene.

The depression in the Grampian range, to which we are now rising, is called **Drumochter** (*Druim-uachdar*, "the upper ridge"). It is to the Highlands of Scotland what Dunmail Raise is to English Lakeland—the only practical highway between the north and south sides of the main mountain range. Opposite Loch Garry is (51 m.) *Dalnaspidal* Station. The word, signifying the "place of entertainment," is now a misnomer, as the nearest inn is at **Dalwhinnie**, 8 m. further (1,174 ft.), before reaching which the col is crossed at an altitude of 1,484 feet, the highest point reached by any railway in Great Britain.* The mountains rise steeply on both sides of the line, but they have little beauty of shape, colour, or covering. Two of them, on the left hand, at the summit of the pass, are called the *Boar of Badenoch* and the *Atholl Sow*. In

* Except, of course, the Snowdon rail or tramway.

the great snow-storm of March, 1881, the drifts at Dalwhinnie station were 30 feet deep.

From Dalwhinnie there is a wildish mountain-road (driveable) to the *Drumgask Hotel*, **Laggan** (7 m.), whence it is 24 miles (11 driveable) by one of Col. Wade's old military roads over the **Corriyarrick Pass** (2,507 ft.) to **Fort Augustus** (p. 250)—a fine wild walk (no inn on way). The view from the top N. and W. extends from Morven in Caithness to the Skye hills.

There is also a track (apt to be very boggy) from Dalwhinnie into **Strath Mashie** (7 m.) entering the Fort William mail-road 4 miles beyond *Drumgask Hotel* (good) and 3 short of *Loch Laggan Hotel* (see p. 142.)

Opposite to Dalwhinnie we get a glimpse of **Loch Ericht**, a narrow lake 15 miles long and closely hemmed in by steep and bare mountains. It is the highest (1,153 ft.) of all the Scotch lakes of any size, and one of the most desolate. On its western side, about half way down, the *Ben Alder* group attains a height of nearly 3,800 feet. *Salmo Ferox* here has his special home.

By following the road along the west side for 4 miles or so to within a mile of Ericht Lodge, you get a grand view.

From Dalwhinnie the line descends *Glen Truim* for 10 miles to **Newtonmore**, a little short of which the main valley of the Spey converges on the left, and the scenery assumes a more civilised aspect. The village consists of one long street, with a comfortable hotel, the *Newtonmore*, and a smaller one. At it the old mail-road from Fort William comes in.

Kingussie.

Pron. Kingewsie, "Head of the pine wood," 750 ft. above the sea. All trains stop five minutes for refreshments. None too much, the platform being nearly $\frac{1}{4}$ mile long.

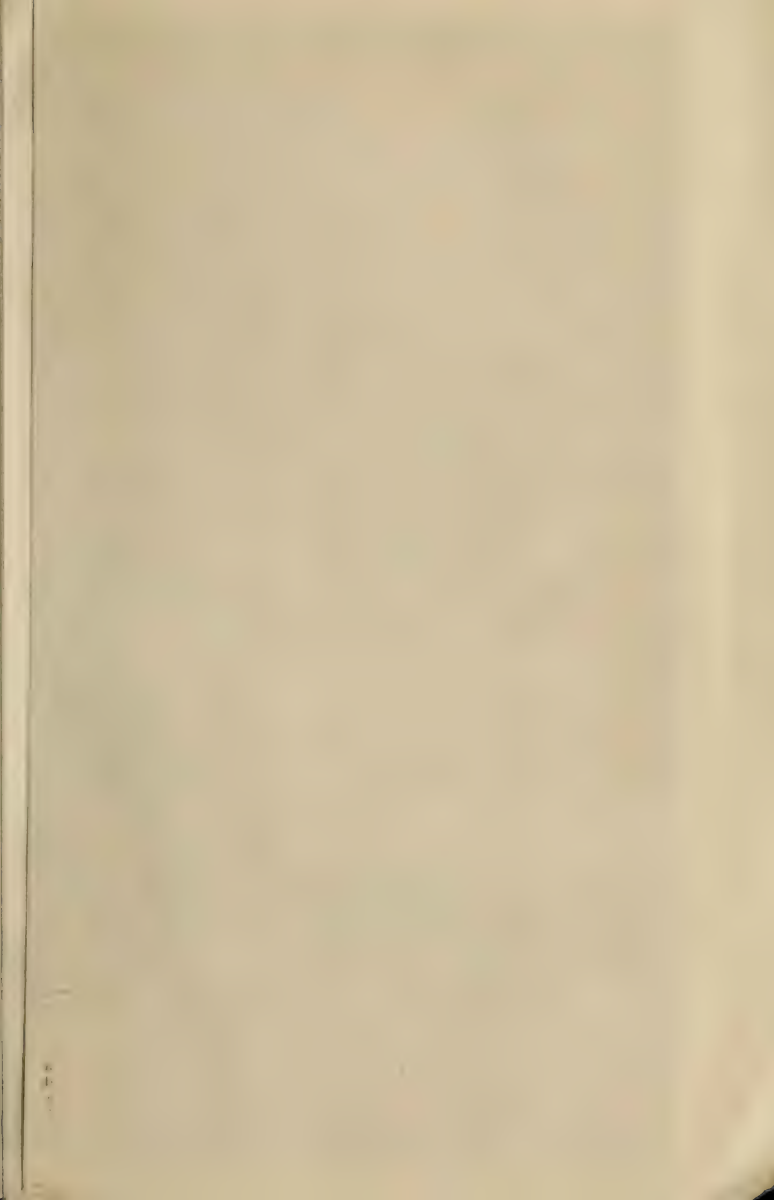
Hotels:—*Star*, rebuilt, good; *Pullar's*, both G.T.; *Royal*; all within 5 min. of station. Comfortable lodgings. Apply early. **P.O.** (main street) open 7—8; *Sun.*, 9—10, 1—2. Chief del. abt. 6.45 & 8.45 a.m.; desp. abt. 12.30, 4.45, & 9.20; *Sun.*, 12.25.

Kingussie is an extensive and rapidly increasing village, owing its popularity to its fine bracing air even more than to the striking mountain-heights which rise on both sides from the strath of the Spey, here a mile wide. The nearest barber's shop, by the way, is at Grantown, 24 miles away—a capital cycle run.

Excursions, Mountain Walks, &c., from Kingussie.

N.B.—The country here described is on the verge of a deer-forest on both sides, some of the heights—Carn Ban and the Cairn Toul district to wit—being actually in one, and objection is reasonably made to promiscuous wandering. The best month is June.

(1) **Craig Beg** (1,593 ft.; $1\frac{1}{2}$ m.), starting from the west side of the burn that runs through the village, and ascending through the wood. The view extends to Braeriach, just visible over the nearer and almost equally lofty range beyond Glen Feshie; the Cairn Gorm, further N., and a wide tract of the Spey valley. In descending you may avoid the wood by bearing south into the *Newtonmore* road.



(2) There is a splendid mountain-view from a hill called **Cruaidhleac** ("Croylah"; 2,099 ft.). The most direct route to it is by *Glen Tromie Lodge*, 3 miles S.E. from Kingussie, whence, after crossing the stream by an iron bridge, you reach the summit, due S., in $1\frac{1}{4}$ miles, after a rise of 1,130 feet. Another way is by Glen Tromie Bridge, as in the route to Glen Feshie (*below*).

(3) **Craig-dhu**, 6 m. S.W. through *Newtonmore*. Rather a stiff climb either by gradual slope from village, or straight from road about $1\frac{1}{2}$ miles beyond village. The view is very fine, including the Spey and Calder valleys, the Cairn Gorms and Monadhliaths. Don't trouble about Cluny's Cave.

(4) **Falls of Truim** ("Troom"), 8 m. S.W.; 5 from *Newtonmore*. A very pretty scene. Follow the road, as shown on the map, till, 3 m. beyond *Newtonmore*, you turn on to a farm-road to *Mains of Glen Truim*, beyond which a track leads to the falls, close to which you recross the river, returning by road to *Newtonmore*. Do not be tempted into the straight, old, so-called, road.

From the Mains of Glen Truim a track leads in 5 miles to the **Drumgask Hotel** (p. 128), where the coach from Tulloch to Kingussie (p. 142) may be met.

(5) **Glen Feshie**. A pleasant circular drive or walk of 14 to 16 miles may be made into this romantic glen, and a good pedestrian may cross the *col* (nearly 1,800 ft.), between it and Glen Geldie, entering the Blair Atholl and Braemar estates (p. 141) 3 miles short of Linn of Dee, and 9 of Braemar. Reindeer on way.

Cross the line at the station. The road, after crossing the Spey bends left, and passes the dismantled *Rathven Barracks* (p. 131). Two miles further it crosses the *Tromie* at a remarkably pretty spot, the stream rushing through a romantic rocky channel below. From the bridge go a few yards to the right, and cut off a corner by a path through the wood. Re-entering a road, you come to some cottages, and going straight on emerge on to open moor, over which there is a good road as far as the farm of *Bailquish*, where cross the burn by a footbridge. Proceed over a slight ridge, into **Glen Feshie** (7 m.) at *Drumcaillich*.

Those bound for **Braemar** follow the glen upwards by road and path for another 11 miles. Scenery of Glen Feshie very fine; grand timber in first 5 miles. At the **Huts*** is a fragment of a fresco by Landseer. At about 18 m., after leaving the river, which bends away S. and then W., the path crosses the *col* (1,800 ft.) into *Glen Geldie*, and, after a dull 6 miles, enters the Braemar country, road a mile N. of Bynack Lodge (p. 141; 1,413 ft.; total distance, 32 m.).]

At the junction of our road with that through the glen there is a Right of Way Society's guide-post. To return to Kingussie, take the road down the glen, and in $1\frac{1}{2}$ miles, just after crossing a tributary stream—the one previously crossed at *Bailquish*—enter a path that goes straight ahead across a pleasant open country, with a wood on the left, and drops into the road you left at *Tromie* bridge at the little village of *Insh*, where is a very nice little roadside *inn*. Hence back to Kingussie by road is $5\frac{1}{2}$ miles by good road.

From *Tromie* Bridge it is 11 miles up **Glen Tromie** to *Gaick Lodge*, $\frac{1}{2}$ mile beyond *Loch an t Seilach*, a lake 1,400 feet above the sea, and enclosed by precipitous cliffs. There is no carriage-road beyond *Gaick Lodge*. As a drive, the latter part is closed after June 21st.

(6) **Glen Tromie**, 3 m.; **Gaick Lodge**, 12; **Edenden Lodge**, 17 $\frac{1}{2}$; **Dalnacardoch Lodge**, 22 $\frac{1}{2}$; **Dalnaspidal Station**, 28. 10–11 hrs.

Cross the Spey, take the sharp turn to the right off the road nearly opposite the *Rathven* ruins (1 m.), which leads direct to a shepherd's house; here the path can be seen leading over the hills in the direction of Glen Tromie. Shortly after crossing the large wooden stile (a), keep to the *left hand* path, which leads direct to *Glen Tromie shooting-lodge*, where you can cross the Tromie by a bridge. (b) If you take the *right-hand* path, and get on to the ridge W. of Glen Tromie, an indistinct path (good views) leads down to the south end of the glen close to some cottages (6 $\frac{1}{2}$ m., 7 $\frac{1}{2}$ by the Lodge). The longer route the better.

After leaving the glen, it is rather dreary walking to *Loch an t Seilach*, the way being completely shut in by the surrounding heights. An iron bridge which spans the *Allt Bhra*n is crossed two miles short of the loch.

When *Loch an t Seilach* is reached, the hills look very imposing, and set the lake off grandly. A cottage adjoining *Gaick Lodge* (12 m. by Tromie Lodge)

* The map about the "Huts" ("*Ruigh Aiteachain*") is defective. Cross the stream close to the Keeper's—*Carnachuin*. On the W. side, further on, is *Feshie Lodge*.

is a good place for a halt (milk). After leaving it *keep to the path*, which bears round to the left, and so on to *Loch Vrotten*; the walking now becomes rough, and the scenery is very wild. The path is well defined, and skirts the east side of Loch Vrotten, winding on till it reaches *Loch Duin* (1,700 ft.), which it skirts on the W. side. The view across this loch is, perhaps, the best bit of wild scenery along the whole route.

After leaving the loch, the path is a little bothering to **Edendon Lodge** (17½ m.), but keep on the east side of the stream; from the lodge, the road is a cart-track all the way down to the main road—**Dalnacardoch** (22¼ m., no accommodation)—but open, airy, and interesting. It is 7 miles on to **Struan Station** (29 m.; inn); *last train back* abt. 5.20.

(7) *Main road to Kincaig Station*, 6 m.; and **Insh Church** (6½); back by **Insh**, 10; and **Tromie Bridge**, 12½; 15½ out and return.

A pleasant walk best taken in this direction. There is a clean little inn at Insh.

(8) **Tromie Bridge**, 3 m.; **Glen Feshie**, 7; **Carn Ban** (3,443 ft.), 11; **Sgor-an-Dubh** ("The Scuir," 3,658 ft.), 12½. *A bracing walk with a grand mountain view. For route as far as Glen Feshie, see p. 129. Fine weather a sine-quá-non.*

Here cross the river by a foot-bridge just opposite the neat farmhouse of *Achlean* (milk, &c., may be had). The occupant is an old fox-hunter and deer-hound breeder; do not be frightened at his array of terriers or deer-hounds). Hence a pony-track leads due E. right up to the top of the **Carn Ban** ridge. Half-way up you strike another path—*take the higher one* (both are rough walking), and after a stiff 1¼ or 1½ hours' climb you get to the top, and it is plain sailing by map and compass to **The Scuir**, "*Sgor Gaoith*," whence is a *very fine* view of the Grampians, more comprehensive than from the Cairn Gorms. The look down into Loch Eunach, 2,000 feet below, is also very fine. W. and S.W., too, there is a fine mountain-prospect, Ben Nevis being visible a little S. of W.; Ben Alder, Ben Lawers, and Schiehallion more S.; while S. of Cairn Toul you look through a gap to Lochnagar and others of the Braemar Highlands. The top of the ridge about Carn Ban is a vast grassy plateau.

The stream which you keep on the right going up springs out of the ground and is as icy cold as the Wells of Dee.

From Carn Ban it is a long but quite practicable walk of 6 to 7 miles round the cliffs that overlook Loch Eunach to **Braeriach**.

(9) To **Struan** across the mountains.

Go to the iron bridge in Glen Tromie (2 m. short of Loch an't Seilach; p. 129), and take the hill-path for Glen Feshie, but instead of going to Feshie, take the south track (the *Minigaig Pass*) and walk past Bruar Lodge to Struan. This is a hard walk of about 30 miles. The **Minigaig Pass** (!) is about 2,600 ft. up, and half-way. We have no knowledge of the latter part of the route, which passes Bruar Lodge (1,500 ft.) about 8 miles short of Struan Station.

(10) **Dalwhinnie** (rail), 13 m. *Thence by path N.W. of station across the hills to Strath Mashie*, 6 m., and back by road to **Laggan Bridge** (*Drumgask Hotel*), 10; and **Kingussie**, 22; or from **Laggan Bridge** by wild mountain road to **Dalwhinnie**, 7.

A very pleasant walk in dry weather, but the hill-walk across from Dalwhinnie is very boggy in wet, and at all times a tiresome path (*see map*).

(11) **Newtonmore** (3 m.), by **Calder river to Loch Dubh** (12), **Cairn Maig** (14; 3,087 ft.) and back to the river by the **Bhealach path** (*Glen Balloch*), 26 miles in all; 3 saved each way by taking to or from Newtonmore.

This is a fine wild walk. From Newtonmore there is first a road, and then a distinct track past two lots of cottages to the isolated cottage *Dalballoch* (5 m.), where it is better to ask the way as to which stream to follow for the lake. The loch is not seen till you are quite on it, as, just before reaching it, you have to ascend out of a hollow in which you think the lake should be. Once at it, you find yourself in a scene of striking impressiveness and solitude. Hence it is easy to ascend on to the ridge on the N.W. of the Loch, and so on to **Cairn Maig**, whence is a very fine view, especially in the Loch Laggan (S.S.W.) direction. The return may be made E. by the side of the ridge, hugging the slope of the hills to the cottages, and so into the road again. There are eagles on Cairn Maig.

(12) **Glen Gulnach, Allt Mor**; then E., and up **Carn Fhreiceadain** (2,861 ft.), 6; **Ben Vrackie** (2,618 ft.), 7; **Meall a Chocaire** (2,294 ft.), 8½; straight down home on the W. side of **Craig Bulg** (1,712 ft.) 12–15 m. in all.

You get a good view of the Grampians, Loch Morlich, &c. This route is, of

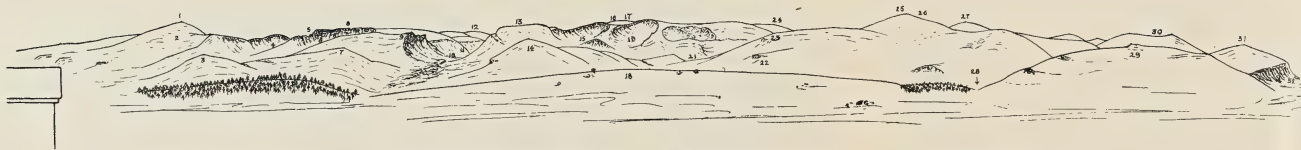
ORE RAILWA



1. CAIRNGORM; $8\frac{1}{2}$ miles.
2. COIRE CA
3. AIRGOD
4. COIRE AN
5. FIACAILL
6. COIRE AN
7. CAISTEAL
8. CARN AN CAIRN.

THE CAIRNGORM MOUNTAINS AS SEEN FROM AVIEMORE RAILWAY STATION

By C. G. Cash, F.R.S.G.S., Edinburgh



1. CAIRNGORM, 4084 feet; 8½ miles.

2. COIRE CAS.

3. AIRGOD MRALL.

4. COIRE AN T-SNEACHDA.

5. FIACAILL COIRE AN T-SNEACHDA.

6. COIRE AN LOCHAIN.

7. CAISTEAL SGOBACH. [CASTLE HILL]

8. CARN AN LOCHAIN.

9. CREAG AN LETH-CHOIN. [LURCHER'S CRAG.]

10. LARIG GHRU.

11. MARCH BURN.

12. BEN MAC DUI, 4296 feet; 10 miles.

13. SRON NA LAIRIG.

14. CARN ELICK.

15. COIRE BEANAIDH. [CORRIE BENNIE.]

16. BRAERRIACH, EAST CAIRN.

17. BRAERRIACH, 4248 feet; 8½ miles.

18. TULLOCHGRUE.

19. COIRE RUADH.

20. COIRE AN LOCHAIN.

21. GLEN EINICH.

22. CADHA BEAG.

23. CADHA MOR.

24. BRAERRIACH, EINICH CAIRN.

25. CREAG DHUBH.

26. CLACH MHIIC CAILEIN. [ARGYLE STONE.]

27. SGOIRAN DUBH MOR.

28. LOCH AN EILEIN.

29. ORD BAN.

30. GEAL CHARN.

31. CREAG MHIGEACHAIDH.

32. GLEN FESHIE.

Batholomew, Edinb^r

All rights reserved

course, similar in character to that of Glen Guinach, &c. It is characterised by fine views of the great central knot of the Grampians, and over Rothiemurchus Forest to Loch Morlich.

(13) **Glen Guinach** ($1\frac{1}{2}$ m.). **Alt Mor**: then W., and up **Ben Bute**, 6: **Am Bodach** (2,709 ft.), $7\frac{1}{2}$: **Carn Sgubain** (3,015 ft.), 9: to **A'Chailleach** (3,015 ft.), 11: *returning the same way, or by a gradual and easy descent to Nechnomore; a genuine mountain ramble.*

(14) A very pleasant excursion from Kingussie is to take train to **Aviemore** and walk back by **Loch-an-Eilean** (16 m. all told). On reaching the shore of Loch-an-Eilean keep the water on the left and at the far end of it turn to the right. Very soon you come to a gate and, practically, the end of the road. Near to the left and pass, on the same side, a ruined cottage. Half-a-mile or so beyond the gate you come into the road—a good one, even for cyclists—that leads from Aviemore to nowhere in particular. A very picturesque spot on this road is **Feshie Bridge**, 3 m. from the point at which you enter it, and a welcome little resting-place is the small **inn**, presumably at Insh, $3\frac{1}{2}$ miles further, and 5 short of Kingussie. Do not try to cut off corners.

Insh Church is said to be the oldest in Scotland; a place of worship since 6th cent. An old bell preserved inside passes as one of finest relics of Culdee worship. Ded. to St. Adam Columnar, biog. of St. Columba, Abbot of Iona 679.

Main Route continued from p. 128.

Looking across the strath from Kingussie, we see the dismantled **Ruthren Barracks**, once a residence of the Comyns, and in later days a rallying-place of some thousands of fugitives from Culloden. The heights behind it are the Glen Feshie mountains, which, till the pleasant pine-girt **Loch Insh** and the next station, **Kincraig** (78 m.), are passed, hide the loftier Cairngorm group. Three miles beyond Kincraig, the latter comes into view, its most prominent heights, taken S. to N., being Braeriach and the Cairn Gorm itself, with the plateau of Ben Muich Dhui between them. The summit is not visible till we reach Aviemore Station. These heights are all more than 4,000 feet above the sea-level, and together constitute the loftiest group of mountains in the kingdom. As, however, the part of the Spey valley which we are now traversing is itself 700 feet up, and there is a considerable breadth of strath for a foreground, they do not present so imposing an appearance as many others of less elevation—notably those which rise with unbroken steepness from the sea on the west coast.

Beyond Kincraig is **Loch Alvie**, on the left and, opposite to it, the **Tor Alvie**, a woody knoll intervening between us and the Spey, and crowned by the **Duke of Gordon's Monument**. Then we come to ($83\frac{1}{2}$ m.) **Aviemore** (700 ft.), which has a first-class new **hotel** commanding a grand view of the Cairngorm range, including Ben MacDhui (Muich Dhui). This is a good starting-place for the Cairngorms (see pp. 153, 287). The old **Lynceily Inn**—small—is $2\frac{1}{2}$ miles S. There is also a small Temperance House. P.O., Chief del., 10 a.m., 1 p.m. *Sun.*; desp., 12 noon, 4 p.m., *Sun.*, 12 noon.

Aviemore route continued on p. 132.

Loch-an-Eilean ("Loch of the Island," 3 miles S. of Aviemore Station) is the gem of this neighbourhood, and decidedly the loveliest of all the little lochs of Strathspey. To reach it cross the river by the bridge $\frac{1}{4}$ mile S. of the station, and $\frac{1}{2}$ mile further, where the road forks at *inverdoon*, just beyond a neat new church, take the right-hand branch. Gradually bending to the right, you will reach the loch in a short 2 miles. It lies secluded in a forest of pine and birch-clad hills, with a picturesque castle once a stronghold of the "Wolf of Badenoch," rising from its one island. This castle is the residence of a little family of ospreys, which in winter-time migrate to North Africa. Others nest on Loch Arkaig, in Argyllshire; Loch Shin and Loch Laxford in Sutherland.

In a field on the W. side is a rough-hewn granite monument to Maj.-Gen. Walter Brook Rice, drowned while skating in 1892.

From its northern end you may (a) skirt its western side making the tour of Ordl Bain (1,250 ft.), passing between that hill and the Spey, and regaining your outward route at Inverdrue; or (b) you may reach Inverdrue by a more direct route in 2½ miles, passing Polchr (see map), or (c) you may continue along the N.E. shore of the loch by a road that joins the Larig Ghru Pass at a footbridge 2 miles away. In the latter case, turn left at cross roads, 1½ miles on the way, and 2 miles further you will reach *Coylum Bridge* (p. 153), whence it is 2 miles back to Aviemore Station.

*** The road starting south at the cross-roads is strictly private during the season, and leads into **Glen Eunach**, at the head of which (6 m.) lies **Loch Eunach**, 1,700 above the sea and deep-set between Braeriach and the precipitous Sgoran-lubh "the Suir." For routes to Braeriach and Cairn Toul, see p. 283.

For the foot-road by Larig Ghru from Aviemore to Braemar, between Ben Muich Dhui and Braeriach, see p. 143. Aviemore to Glenmore Lodge (6½ m.) and Cairn Gorm (11½), p. 153.

The platform at Aviemore is 350 yards long. From it the new line strikes off to the left and crosses from the pine-clad hills of the Spey valley to the Upper Findhorn valley and Strathnairn, following the course of the old coaching route. The graceful peak of Ben Rinnes is seen N.E. (p. 149). Beyond **Carr Bridge** (914 ft.) there is a sudden transition to wild treelessness. A viaduct 400 feet high takes the line to the *Pass of Slochd Mhuic* ("the wild boar's den"), and its summit-level, 1,315 feet, whence it drops to and crosses the Findhorn by a viaduct 445 yards long and 140 feet above the stream. From about the summit there is a grand retrospect of the Cairn Gorms, including Ben Muich Dhui, while in front the elephantine form of Ben Wyvis soon comes into view. During the descent Killachy Lodge, a new mansion, is conspicuous up the valley. In crossing there is a striking view north-eastward, down a gorge of the river called the "Streens." Here, in the flood of 1829, the river rose 49 feet. At **Tomatin** (16 m.) trees re-appear (*Freeburn Hotel*, 6 min. walk from station, pleasant site overlooking the valley). Exactly opposite the next station (**Moy**, no inn) is the gateway leading to *Moy Hall*, the Highland home of the Mackintosh—a splendid mansion at the north end of Loch Moy, on an island of which the original castle stood, and an obelisk in Memory of Sir Æneas Mackintosh, was erected in 1824. Three miles further, as we round the shoulder of Meal-Mhor, and descend to the Nairn valley, from **Daviot tation** (24 m.), there burst upon the eye the mountains of Inverness and Ross, predominated by the pig's back of Ben Wyvis in front, and extending across the Moray Firth to the Ord of Caithness and the cone of Morven, 50 to 60 miles away. Finally the line makes a sweep of 11 miles round *Culloden Moor*, crossing the Nairn by a viaduct of 29 arches, 595 yards long and 130 feet above the river, and joining the old line just beyond the present **Culloden Station** (p. 133). For **Inverness**, see p. 154.

Aviemore to Grantown, Forbes, and Nairn—old route to Inverness.

From Aviemore, Braeriach and the Cairn Gorm are in view, the latter a round-topped mountain descending by a long and gradual

slope to the west. Between them is the Larig Ghru Pass, to Braemar, over the remotest part of which the summit of Ben Muich Dhui, with its cairn, may be seen, and, to the right of it, Carn Elrick, a perfect cone. The perky peak due S. is the Scur ("Sgor-an-Dubh"). Patches of snow may be discerned in the northern corries of heights throughout the summer. Between them and Aviemore the wide *Forest of Rothiemurchus* extends. Its timber consists principally of aged pine. It is not a pleasant place to get lost in.

At the next station,* **Boat of Garten** (88½ m.; good *Hotel*, enlarged, opp. station), the Speyside line, described in our volume on the Northern Highlands ("Scotland, Part II.") starts, running 1½ miles side by side with our present route. Then 4½ miles further, we come to *Broomhill*, the "Highland" Station for Nethy Bridge (2 m., *buses to hotel*, p. 150. and (7½ m.) **Grantown** (700 ft.; hotels:—*Grant Arms* (good); *Palace*, ¾ m. from station), a white, cheerful-looking little town, of constantly increasing repute as a health resort. Full description of town and neighbourhood, pp. 147–153.

Beyond Grantown the line rises out of the Spey valley and, passing on the right the policies of *Castle Grant* (Countess Seafield), affords a fine retrospect of the Cairn Gorm heights; while looking N.E. wards down the Spey, we may detect the sharp peak of Ben Rinnes, not unlike Schiehallion. Then, after skirting a very pretty glen on the right, we cross a wild upland district to a height of 1,050 feet, in descending from which, past *Dava* (104 m.) and *Dunphail* (111), we get a splendid view over the Moray Firth to the Ork of Caithness; the long, level-backed Ben Wyvis and the Scur Vuillin group of hills in Ross-shire being also conspicuous.

From Dunphail we pass through an ordinary, well-wooded district to **Forres**. (Hotels:—*Royal Station*; *Commercial*, in the town; *Cluny Hill Hydro*, finely situated on Cluny Hill, 1 m. from station.)

Forres and its environs are described in detail in our other volume on Scotland (Part II.). Those who halt here should visit *Sweno's Stone*, the Nelson Monument on Cluny Hill (*both a good mile east of the station*) and above all, visit the **Findhorn Glen**, than which there is no finer example of its kind—the deep V-shaped ravine cut through an ordinary, almost level upland—in the kingdom. The regular plan is to hire to *Sluie* (5 m.) and *Relugas* (7 m.), between which points a good up-and-down path skirts the edge of the cliffs that overhang the rock-strewn, tortuous river-bed. *Randolph's Leap*, on the main stream, a little above the bridge over the tributary Divie Burn at Relugas, should be included in the expedition (*carriage and pair about 20s. single 10s.*). Pedestrians may take train to Dunphail, and thence bend back by high-road to Divie Bridge (2 m.). Short cut by path 1 mile N. of Dunphail. No inn on either route. The walk up the Divie starting from the near side of Divie Bridge is also charming.

Between Forres and Inverness, the most important place is the town and popular watering-place of **Nairn** (hotels:—*Marine*, first-class; *Station* (new); *Royal*; extensive *Golf Links* close by). The coast about here commands a fine view westwards, extending to Mam Soul and other heights on the borders of Inverness-shire and Ross-shire. More to the north, and about half as far as the last-named mountains, Ben Wyvis is seen, and then the shore-line of

* The boat has been superseded by a road-bridge across the Spey.

the Moray Firth reaches far away to the Ord of Caithness, with the peak of Morven to the left of it.

Cawdor Castle and Burn. (7 m., Omnibus from Royal Hotel; Tickets for Castle issued at Cawdor P. O. after 3 p.m. Inn: Cawdor Arms.)

This is an interesting détour. The road passes under the railway east of the station, and in $1\frac{1}{2}$ miles crosses the river Nairn by a wooden bridge, pursuing thence a somewhat circuitous route. The *Castle*, close to which is a comfortable inn, is an ancient building strikingly picturesque in itself and its surroundings. Through the grounds the side of the *Burn* is reached, and a path carried high up along the edge of the rocks, which descend precipitously to the water's edge, places the traveller at the head of the ravine, after about half-an-hour's walk. Thence in another hour he will again reach the wooden bridge over the Nairn river. The entire walk is one of about 12 miles. See "Northern Highlands."

About ten miles beyond Nairn, and five short of Inverness, is *Culloden*. The village is about a mile to the left of the station, and *Drumossie Moor*—the scene of the battle—more than twice that distance further.

For **Inverness**, see p. 154.

Dunkeld to Blairgowrie and Braemar.

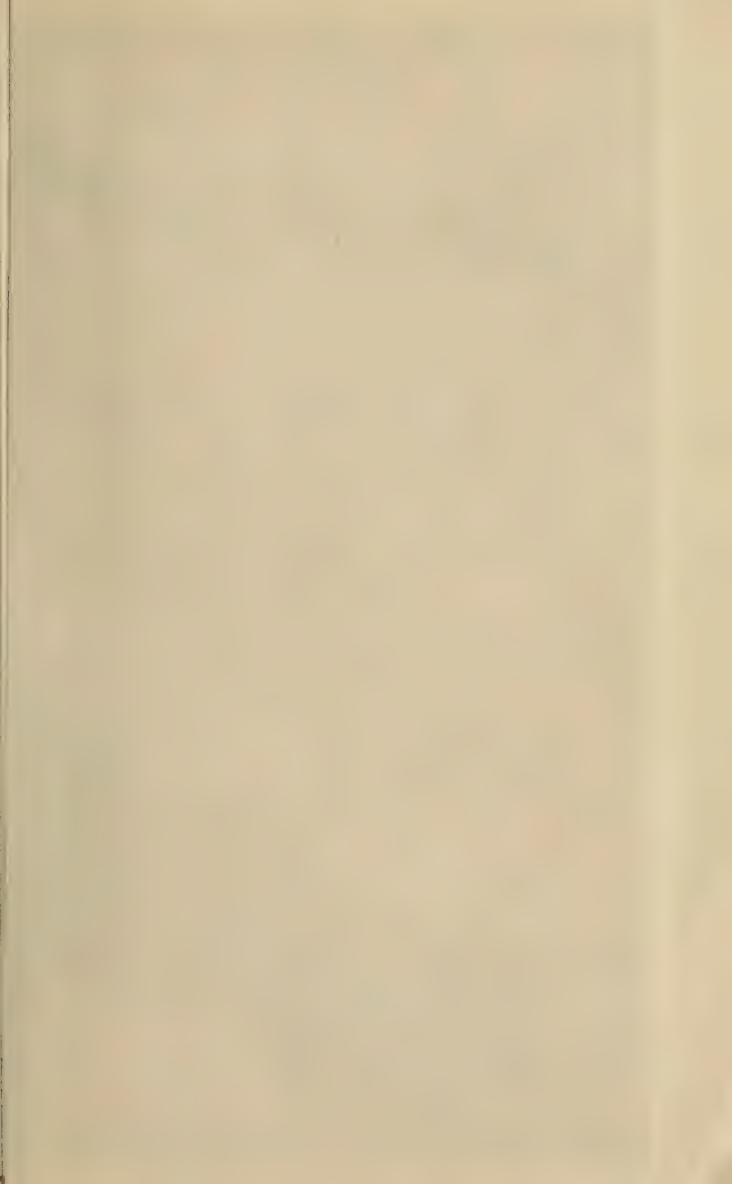
Dunkeld to Blairgowrie, 12 m.; *Bridge of Cally* (Temp. Inn), 18; *Persie Inn*, 21; *Spittal of Glenshee Hotel*, 32; *Braemar*, 47.

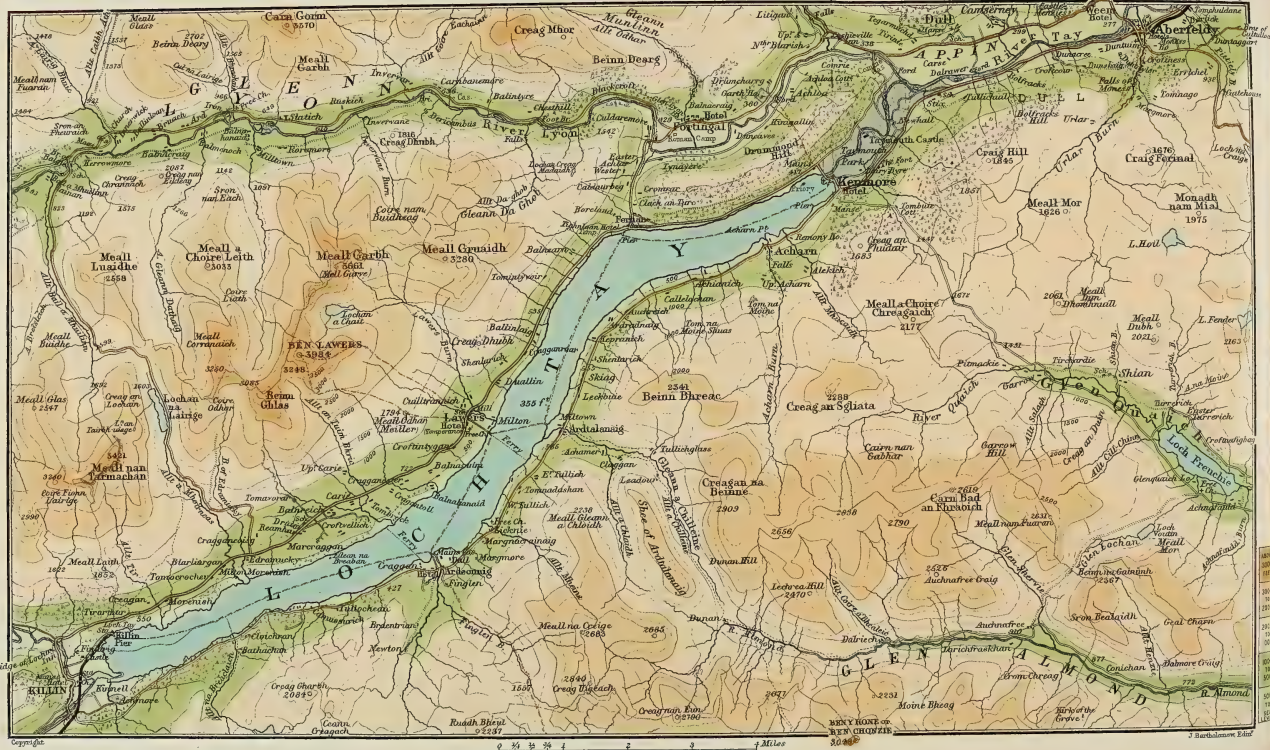
Coach every morning. Time, abt. 8½ hrs. Fare, 15s. to 17s. Highest point, 2,200 feet (between Spittal of Glenshee and Braemar).

This route is fully described the reverse way on page 114. We shall therefore only briefly mention herein the leading objects of interest on the way.

The first part of the drive rather skirts than traverses the Highlands. As far as Blairgowrie the road pursues an easterly direction. From that town it turns due north, and between the Persie Inn and the Spittal of Glenshee enters one of those deep-set green valleys which characterise the region of the Eastern Grampians.

Quitting Dunkeld by the opening between Craig-y-Barns and Newtyle Hill the road passes near the shores of the lochs of *Lows*, *Craiglush*, and *Butterston*, which appear successively on the right hand. A few miles beyond the last, and connected with it by the *Lunan Burn* is a fourth lake, *Loch Clunie*, wherein is a small island containing the *Castle of Clunie*, the reputed birthplace of the "admirable Crichton." A little way further are the *Loch of Drumellie* and the village of *Kinloch Marley* (Inn), after passing which **Blairgowrie** (hotels—buses—*Queen's* (B. & A., 4s.), *Royal*; small *Temperance*, close by station) is soon entered. The town has no particular interest, but a couple of miles beyond it, after twice crossing the *Ericht*, we ascend by the side of a rocky wood-enclosed ravine, through which the stream winds most picturesquely. On the opposite bank is *Craighall* (p. 135). Then we descend by a kind of terrace-road to the *Bridge of Cally*, below which the Arde Water joins the Blackwater in a remarkably pretty glen. Half-a-dozen miles further *Mount Blair* rises to a height of 2,400 feet on the right hand, and





soon after we reach the **Spittal of Glenshee Hotel**. Hence, after a halt for lunch, we rise rapidly and steeply to the highest point on the route, the *col* between the *Cairnwell* mountain and *Glasméal*, 2,200 feet above sea-level, and the highest pass traversed by a carriage-road in Britain, except perhaps that which the new road between Braemar and Loch Builg crosses. On the way is the *Devil's Elbow* (p. 114). Then we drop down to *Braemar* in double quick time. The village itself and the heights of the *Ben-a-Bourd* group beyond are well seen during the descent.

Craighall ($4\frac{1}{2}$ miles N.; Lieut.-Gen. J. C. Rattray), grounds *open Tu. and Fri. free*, other days small fee. They are entered close to the bridge over the *Ericht*, $1\frac{1}{2}$ m. on the way. The house stands on the top of a sheer cliff, 200 ft. above the *Ericht*. There is a very fine view from the *Fog House*. The ownership dates back to the 11th cent. As to connexion with "*Waverley*," see p. 115.

Beech Hedge, 4 miles S., near *Meikleour* (Marchioness of Lansdowne); 75 ft. high, $\frac{1}{4}$ m. long, planted year of *Battle of Culloden*, 1746.

Across the *Ferry* is **Kinclaven Castle**, and 2 miles beyond *Meikleour* by road is *Cargill Station*.

Aberfeldy.

(Maps opp. pp. 119, 135, 138.)

Hotels: —*Breadalbane Arms*, near station; *Palace* (B. & A, 3s. 6d.), opp. station; *Weem Hotel* (good), $1\frac{1}{4}$ m. away on the other side of the river; also (smaller) *Station*, opp. station; *Cameron's Temp.*

P.O.—Open 7—8; Sun., 12.45—1.30. Chief desp. abt. 1.20, 4.25; Sun., 7 a.m.; del. 7.30 and 9 a.m. **Tel. Off.**, 8—8; Sun., 9—10 a.m.

Aberfeldy is a small town of about a thousand inhabitants, of no special interest in itself, but finely situated. It is an important halting-place for tourists, being a terminus of the railway, and the commencement of the charming route by *Loch Tay* to *Killin*, as well as of an interesting mountain highway to *Tummel Bridge* and *Kinloch Rannoch*, and to *Struan* on the *Highland main line*.

The *Bridge of Aberfeldy* is one of the works erected by *General Wade* after the rebellion of '45 in order to lessen the dangers arising from clanship by opening up the country and introducing new blood into it. Close by it is a recently erected monument in commemoration of the assembling of the "*Black Watch*" on this spot. Nearly a mile beyond the bridge is the *Weem Hotel*, a nicely situated headquarters for those who wish to explore the beauties of the neighbourhood. Visitors have the privilege of entry to the park and gardens of *Castle Menzies*, a fine baronial mansion, and to the walks on the **Rock of Weem**, which rises behind the hotel and is covered from head to foot with fine timber. From the hotel to the summit (800 feet above the valley) there is a good path. The views are very beautiful. On the face of the rock, 300 feet up, is *St. David's Well*, the original stonework of which was a memorial of the ancient *Menzies* family, since removed into the mausoleum of *Sir Robert Menzies*, where it may be seen.

The name "*Weem*" is suggestive, being synonymous with "*Pict's House*."

From the Weem Rock the walk may agreeably be extended to the top of **Farragon** (4 m.; 2½ hrs. from Weem; 2,559 ft.) by an obvious route. Fine all-round view—Schiehallion very prominent—with the “Sugar-loaves” of Glencoe over its N. slope—Ben Nevis (far away to the right of it), and Ben Alder, and to the left Ben Lawers (S.W.), Ben More (far away), Ben-y-Hone (S.), Ochils, Sidlaws (S.E.), Braemar Mountains, Ben Vrackie, the Cairn Gorms, Ben-y-Gloe, Ben Alder, etc. In descending the route may be varied as shown on the map, or you may continue over **Ben Eagach** (2,259 ft.) to the Ferry at End of Loch Tummel. (*This route not tried by writer.*)

For the ascent of Schiehallion hence, see “Mountain” section.

Within a stroll of Aberfeldy are the **Falls of Moness** (6d., 3d. each over four), which have, perhaps, obtained a greater celebrity than they can claim on their own merits, from their position among what were in the days of Burns the *Birks of Aberfeldy*. The birks, or birches, have given way to rowans and other trees of the soil, but the walk up the dell in which they grew is a very enjoyable one. The grounds are entered opposite the Breadalbane Arms Hotel. One and all they are more dependent on their surroundings of rock, fern and foliage than on any striking beauty of their own. Cross the stream by a wooden bridge soon after entering, then cross a road and, again, the stream. The lowest fall, of no great account, is a mile from the entrance; the second, a quarter-of-a-mile higher up, better; and the third, half-a-mile still higher, by zigzag path, sheer except for one ledge. Return by a direct and gradual descent on the other side.

There is a beautiful **Circular Drive** from Aberfeldy or Weem commencing along the Amulree road, diverging to Kennard Lodge on *Loch Kennard*, thence descending to *Grandtully Station*, and reaching home on either side of the Tay. (*Total distance, 14 m.*) The charm of the drive is the view across the Tay valley to Schiehallion, Farragon, and Ben Vrackie.

For Aberfeldy to Amulree and Crieff, see p. 80.

Aberfeldy or Weem (1¼ m.) to **Comrie**, 5 m.; **Coshievile** (inn), 6; **White Bridge** (pub. ho.), 10; **Tummel Bridge**, 14; **Kinloch Rannoch**, 21. (3–4 m. less by direct road from White Bridge to Kinloch Rannoch.)

—Comrie to Kenmore, 3 m.

This drive is through the fertile Tay valley as far as Comrie, whence the remaining part, as well as the splendid drive up Glen Lyon, is described on page 74.

Carriages for Kenmore cross a ford, and pedestrians a ferry at Comrie.

Aberfeldy to Kenmore and Killin.

Aberfeldy to Kenmore (coach), 6½ m.; *Fernan* (steamer), 10; *Ardtalnaig*, 13; *Lawers*, 14; *Ardeonaig*, 16; *Killin Pier*, 22; *Killin* (train), 23; *Killin Junction*, 27.

Hotels at Kenmore, Killin, and Ardeonaig; Temperance Hotels at Lawers (C.T., B. & A., 3s.) and Fernan.

Coaches from Aberfeldy to Kenmore; express and other steamers

along Loch Tay to Killin; trains from Killin Pier to Killin Junction in connexion with trains to Oban, Callander, etc. See yellow pages.

This has deservedly become one of the favourite tourist routes of Scotland. The scenery is rich and varied, and the sail along Loch Tay a delightful one. From Killin Junction passengers may proceed westward to Dalmally, Loch Awe, and Oban, or southward to Lochearnhead, Callander, and Stirling.

The Route. Between Aberfeldy and Kenmore the road is a fine avenue passing through park-like scenery, of which the climax is reached opposite the grounds and castle of Taymouth (p. 73). A little short of this, looking up the glen of the *Keltney Burn* on the right, we obtain a fine glimpse of Schiehallion. Then, after passing a stone circle (p. 74) on the left, we obtain from the *Fort*, a mile or so before Kenmore is reached, a justly celebrated view of the Castle and surrounding scenery, including a portion of Loch Tay and Ben Lawers. Visitors are admitted at the Fort to see the view, but not to proceed to the Castle. At **Kenmore** is a large hotel, the *Breadalbane Arms*. The village is very picturesque and nicely placed. The Episcopal church is a mile away (N. side of river).

Kenmore to Fortingall, Glen Lyon, Tummel Bridge, &c., or the Falls of Acharn. All these routes are described on pages 73, 74.

Kenmore to Killin, by the south shore of Loch Tay. This route is rather longer and more hilly than the one alongside the north shore. It passes the *Falls of Acharn* (2 m.), a picturesque cascade of about 50 feet in height and best seen from a small hermitage $\frac{1}{2}$ m. from the road. The scene is celebrated by Burns. Hence the road passes *Ardtalnaig* (6 $\frac{1}{2}$ m.) and **Ardeonaig** (small hotel, 9 $\frac{1}{2}$ m.), presenting throughout fine views across the loch.

The pier at Kenmore is reached by a pretty lane on the Aberfeldy side of the hotel. As we embark we may notice on a trimly kept islet close to the north shore of the lake the fragments of a *Priory*. Sybilla, wife of Alexander I. of Scotland and daughter of Henry I. of England, was buried here. For the first two miles of the sail Drummond Hill, richly wooded, rises abruptly from the right-hand shore, while Ben Lawers, the presiding mountain of the district, is conspicuous all the way on the same side. In 1 $\frac{1}{2}$ miles we pass, on the south side, the Acharn glen, and 2 miles further pass or call at **Fernan** pier (*Temp. Hotel; coach to Glen Lyon*) behind which, through a dip, are Fortingall and the outlet of Glen Lyon. The next piers, *Ardtalnaig* (south) and *Lawers* (north, landing-place for **Ben Lawers** (good *Temp. Hotel*)) are 3 to 4 miles beyond Fernan and almost *vis-à-vis*. Hereabouts, the twin peaks of Ben More and Stobinian come into view beyond the head of the lake. **Ardeonaig** (inn) is 2 miles further on the south shore, and from it we have a direct course of 6 miles between shores richly wooded on the south, and diversified on the north—on which side is a pretty waterfall—to **Killin Pier**. Here taking train, in a mile we cross the river (Lochay) and reach **Killin Village** (p. 72. *Hotel near Station*), and 4 miles further join the main line at **Killin Junction**. On the road from the pier to the village are the ruins of *Finlarig Castle* (p. 72.)

For the route from Killin to Killin Junction, see p. 72.

Pitlochry to Loch Tummel and Kinloch Rannoch. (Map opp. p. 138.) A charming, though hilly, cycling route, which may profitably be continued to Rannoch Station ($38\frac{1}{2}$ m., p. 193), where the cyclist is stuck. The road S. of the Tummel is very rough and hilly.

Pitlochry to Garry Bridge (Killiecrankie) 3 m.; Loch Tummel Inn, $10\frac{1}{2}$; Tummel Bridge Inn, 14; Kinloch Rannoch, 21.

Mail-cart every morning to Tummel Bridge, 4s., Ret., 6s.: see also Yellow Sheet. Coach to Kinloch Rannoch (7s. 6d.) and Rannoch Station (39 m.; 15s.) every morning.

Nowhere else in Scotland, and in only one or two instances in England, can there be found 21 consecutive miles of high-road, combining so much beauty and variety of scenery as the route we are about to describe. The first eight miles, as far as the east end of Loch Tummel, have already been dealt with in the circular walk or drive from Pitlochry by the Queen's View and the Falls of Tummel (p. 124).

The road may be agreeably diversified in returning by driving along the south shore of Loch Tummel and passing just above the Tummel Falls (p. 125)—a lovely diversion; road hilly, no inn on way.

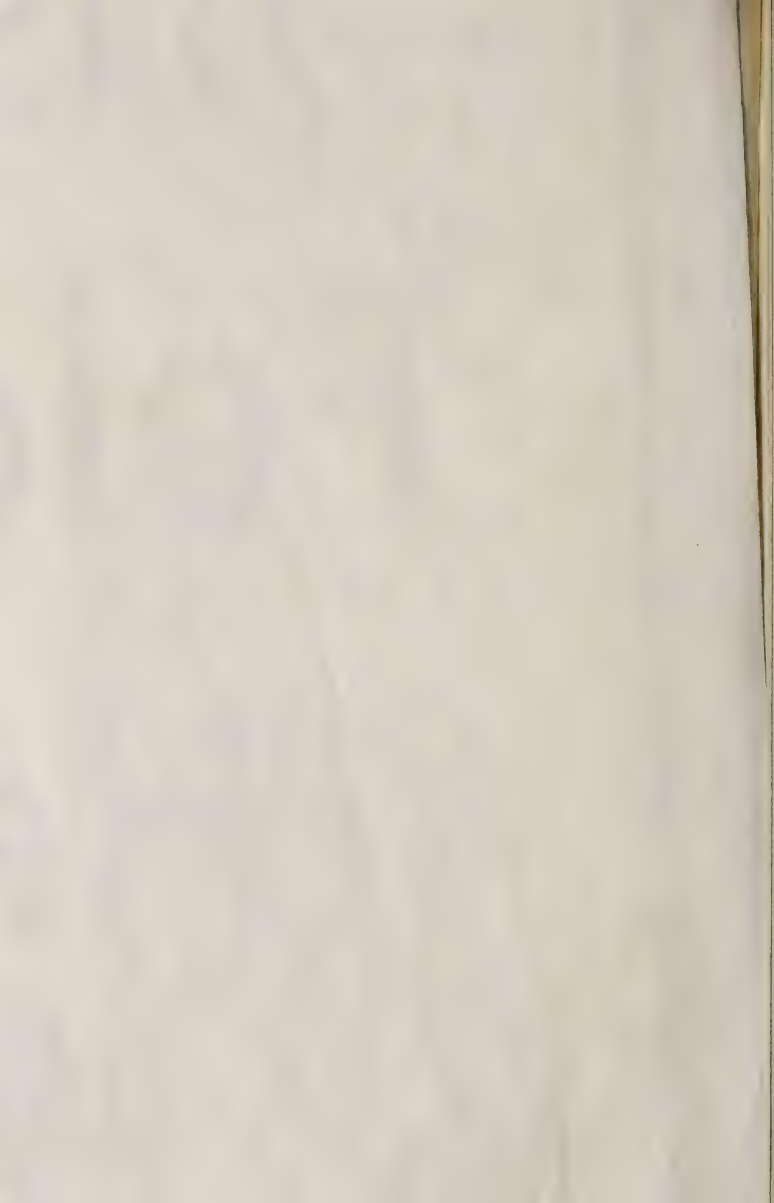
Instead of dropping down to the Ferry at the end of Loch Tummel, as in the route on page 124, we continue along the main road well up above the loch to the **Loch Tummel Inn**, a small but good little hostelry commanding a splendid view of the water and its surroundings. Schiehallion continues to be monarch of the scene, and, southwards, across the loch, is Farragon Hill (2,559 ft.). Beyond the inn the road descends gradually through a rich country, plentifully wooded, to **Tummel Bridge Hotel**.

Tummel Bridge to Kenmore, 12 m.; or Weem, $12\frac{1}{2}$, and Aberfeldy, $13\frac{1}{2}$ m. *From Loch Tummel Inn about 2 miles may be saved by crossing Bohall's Ferry. A good road to these places strikes southwards from Tummel Bridge over the pass between Schiehallion and the Farragon group of hills. At White Bridge, on the top of the pass (1,262 ft. and 4 m. on the way), there is a poor little public-house, and at Coshieville (8 m.), a little inn. From the latter place a road strikes westward up Glen Lyon to Fortingall (3 miles distant), where there is an hotel, from which the tourist may explore Glen Lyon previous to visiting Kenmore and Loch Tay.*

From White Bridge Schiehallion is easily ascended in 2 hours (see "Mountain Section").

The Route. Soon after quitting Tummel Bridge the road commences a long ascent to *White Bridge*. During the latter part of it, an extensive retrospect is presented over the lower hills fencing in Strath Tummel on the north, to the flattish summits of the eastern Grampians, Ben-y-Gloe alone individualising itself. A mile-and-a-half further the ravine of the *Keltney Burn* is reached, above which, at a considerable elevation, we descend all the way to *Coshieville*. The burn forms some pretty falls, and on the other side of it a glimpse is afforded of *Garth Castle*, once the residence of the fierce "Wolf of Badenoch." The Fortingall road strikes off to the right a few hundred yards short of the Coshieville Inn, and in less than a mile further *Comrie Castle* and *Ferry* are reached, the former an ivy-mantled ruin in a grove of sycamores, and the latter the diverging point for **Kenmore** (p. 137), whither the road proceeds between the Tay and the woods of Drummond Hill, passing very near Taymouth Castle. For **Weem** and **Aberfeldy** (p. 135) we descend the Tay valley from Comrie





Nearly a mile beyond Tummel Bridge, a road branches off to the right, up the hill to *Struan*. The Kinloch Rannoch road keeps more or less near the Tummel all the way. The hills on both sides are in late summer empurpled with heather-bloom, and the channel of the river is bestrewn with rocks, forming in one place, just below the road, some glorious rapids. Approaching Loch Rannoch its sides are richly timbered.

Kinloch Rannoch (650 ft.), "Perthshire." [P.O. open 8—8; Sun., 9—10. Del. abt. 10 a.m.; desp., abt. 10.30 and 2. Hotels:—*Dunilastair* (highly spoken of; B. & A., 4s. 6d.), *Bun Rannoch*, in village; *Loch Rannoch*, above loch, $\frac{1}{2}$ m. W. of village] is a remarkably healthy, picturesque and flourishing little village, with excellent accommodation in hotels and lodging-houses. Boats may be had on the loch, which is a few hundred yards distant, and a good morning's dip may be enjoyed from the pier. The lake is famous for the size of its trout, and contains *salmo ferax*. The boats are inscribed with a notice forbidding tourists to land on the north side of the loch. On the open space in front of the hotel is a marble monument to "Dugald Buchanan, schoolmaster, evangelist and sacred poet," of the last century.

Loch Rannoch is nearly 10 miles long and one mile wide. Its shores are abundantly wooded from end to end, but its regularity of shape and the gradual slope of the hills on both sides prevent its displaying either grand or varied scenery. Its features are rather rich than diversified, more pleasing than impressive. The whole neighbourhood is, however, very delightful. The lake is best seen from those parts of the north shore whence Schiehallion forms the background. It is noted for its trout, and contains *salmo ferax*. The hotels have boats for the use of visitors, who may also fish a part of the Tummel. A mail-cart, with accommodation for two or three, goes the circuit of the lake about 2 p.m. The West Highland Railway is, however, now reached in $17\frac{1}{2}$ miles.

Ben Chullach, 2,925 ft. A very pleasant half-day's round of 10 miles may be made by striking N.W. from the north end of the village up *Meall Dubh* (1 $\frac{1}{2}$ m.), 1,935 ft., and then working round in a kind of semi-circle to the top of *Ben Chullach* (5 m.), from which there is a splendid view of Loch Rannoch, the "sugar-loaves" of Glencoe, Schiehallion, and Strath Tummel. Descend along the ridge almost due S., entering the high road $1\frac{3}{4}$ miles E. of the village.

Kinloch Rannoch to Struan, on the Highland Railway.

To *Trinafour*, 7 m.; *Struan*, 13. Mail-coach early every morning. See yellow pages.

This route is described the reverse way on p. 127, and calls for little notice here. Pedestrians may follow the new private road, diverging from the main road $2\frac{3}{4}$ miles on the way, and rejoining it one mile short of *Trinafour*. About this point the road attains a height of 1,089 feet; trying for cyclists, who should always enter this part of the district from Pitlochry. There is a grand retrospect over Strath Tummel to Schiehallion. From *Trinafour* the road turns eastwards and descends *Glen Gow's Erichdie* to *Struan*. Small inn at *Struan*.

Kinloch Rannoch to Pitlochry.

To Tummel Bridge Inn, 7 m.; Loch Tummel Inn, 10½.; Pitlochry, 21. Mail-cart daily from Tummel Bridge, 4s. Coach to Pitlochry every aft. See Yellow Sheet.

This route is also fully described the reverse way (p. 138). The pedestrian may save from one to two miles by crossing the ferry at the east end of *Loch Tummel*, and proceeding thence by a hilly carriage-road past the *Falls of Tummel* and over *Clunie Bridge* (one mile short of Pitlochry), a lovely walk. Schiehallion and Loch Tummel are seen to the greatest advantage during the walk, and the graceful form of Ben Vrackie fills up the distance eastwards with great effect.

Kinloch Rannoch to Rannoch Station, 17½ m. (road) and King's House (near Glencoe, path), 32 m. (Map opp. p. 75.)

Route described the reverse way, p. 242. Coach abt. noon. General shop with license at Rannoch. Very good cycling.

The opening of the West Highland railway in 1894 has entirely changed the character of this route. Rannoch Station is now a half-way house, and is reached by an excellent road from Kinloch Rannoch. Beyond it, however, the track is still ill-defined for the first eight or nine miles.

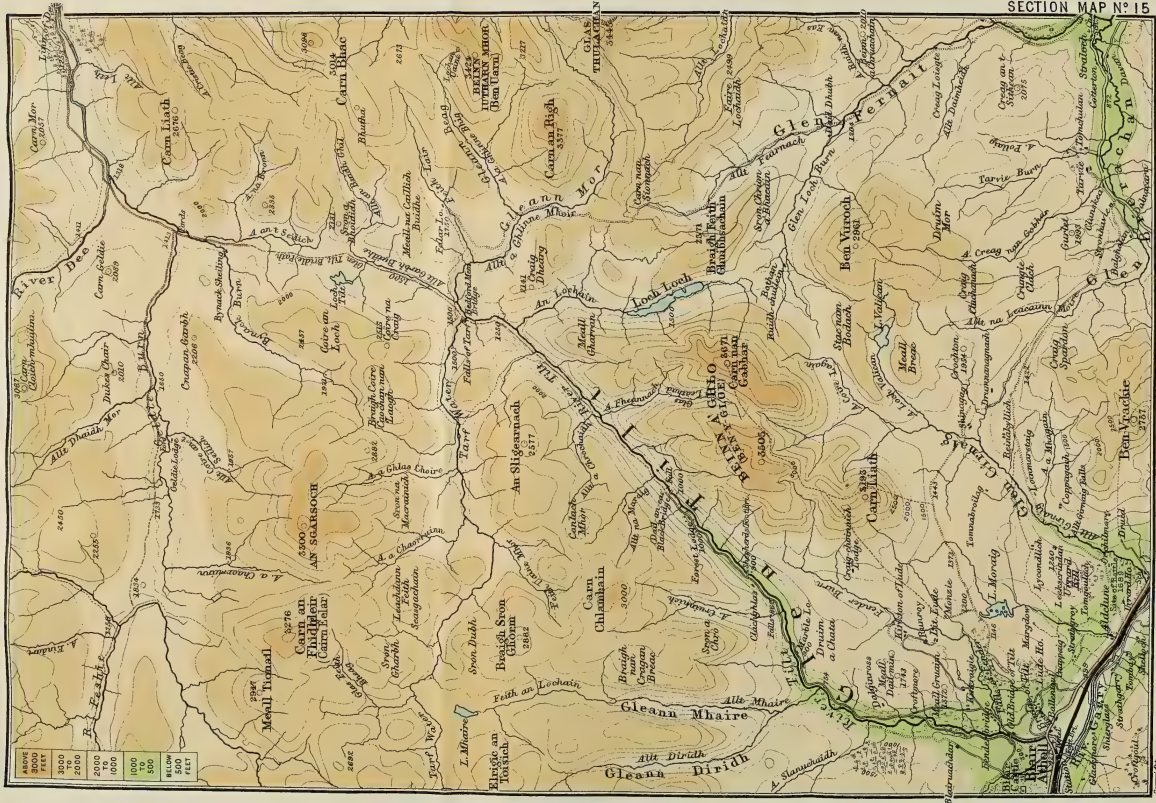
The shores of Rannoch, which is 668 feet above the sea, are to a great extent wooded. Our road is along the north side, and chiefly remarkable for the splendid views of Schiehallion now and again revealed. A mile short of the end of the loch (9 from Rannoch village and 1 beyond the old churchyard of Killichonan) we cross the *Ericht*, which issues from the loch of that name 4 miles away. Here at **Camasericht** (the "bend of the Ericht") is a Refreshment House, where tourists can put up. At the head of the loch is *Rannoch Lodge* (S r R. Menzies'). Nearly 1½ miles further the road crosses the *Gauer river*, and in another mile *Dunan Lodge*, beyond which it traverses a land of moss and bog and brawling stream to **Rannoch Station**. Beyond this you will notice a small pool separated by a narrow belt of land from Loch Lydoch. Bend to the left round this pool. On reaching **Loch Lydoch** you will come to a little recess where the water laps a shore of granite ground to powder. Here you may have a lovely "dip," after which gradually leave the shores of the lake, but do not get on to the low hills on the right unless you find the lower ground very swampy. After an hour's walk you may hit a regular track about half-a-mile from the lake. This track soon passes a **shepherd's hut** 7 miles from the King's House. Hence there is a fair narrow track all the way, keeping a western arm of Loch Lydoch and the stream by which several other moss-water lakes are connected with it from half-a-mile to a mile on the left, and in 4 miles passing a *shooting-lodge*, from which the **King's House Inn** is reached by an indifferent cart-track in about an hour. The scenery for the last ten miles is the acme of desolation, only enlivened by the towering masses of *Buchaille Etive* and other warders of Glencoe in front. The inn has been much improved and is very well spoken of.

Blair Atholl to Braemar, by Glen Tilt. (Map pp. p 140.)

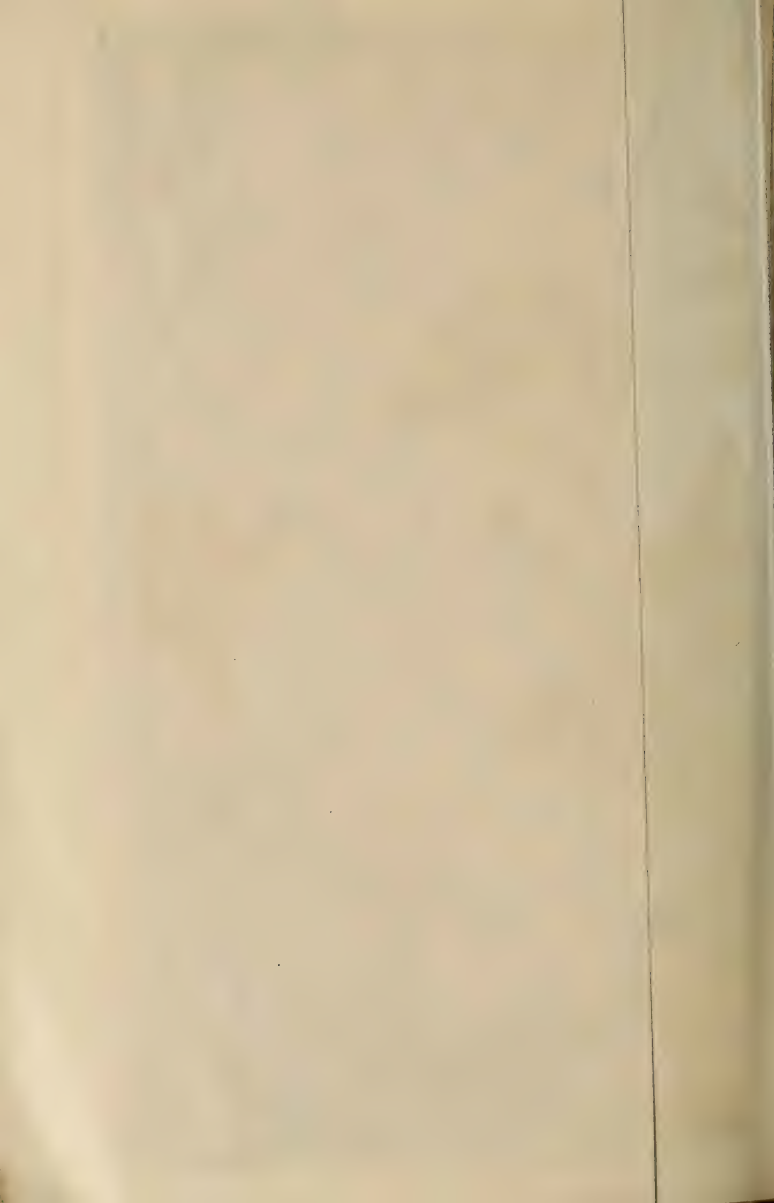
Blair Atholl to Forest Lodge (carriage-road), 8 m.; Bynack Lodge (bridle-path), 18; Linn of Dee (carriage-road), 24; Braemar, 30.

Highest point of route (16 m. from Blair Atholl) 1,550 feet; 1,150 above Blair Atholl; 450 above Braemar. No route for cyclists.

Pony and guide, to Bynack, 20s., Braemar, 30s.; two ponies and guide, 55s. Carriages may be taken from Blair Atholl to Forest



Copyright 1950 by the Ordnance Survey, London. Reproduced by permission of the Controller of Her Majesty's Stationery Office.



Lodge, and (if telegraphed for to Braemar) from Bynack Lodge to Braemar. Sleeping accommodation possible at Bynack Lodge.

This is the easiest route across the eastern Grampians, being 2 miles shorter, 1,200 feet lower, and not nearly so rough as the alternative one from Aviemore to Braemar. To a pedestrian in fair training the one possible difficulty which it formerly presented—the crossing of the *Tarf*—has been removed by the construction of a substantial bridge from a fund privately subscribed in memory of Mr. Bedford, who lost his life here in 1879, supplemented by a contribution from the “Scottish Right of Way Society.”

The Route. Turning out of the main highway beyond the Bridge of Tilt and opposite the Glen Tilt Hotel, the road follows the course of the stream for half-a-mile to the *Old Bridge of Tilt*, which it crosses, and then keeps the stream on the right for a mile-and-a-half, recrossing it at that distance. Pedestrians, however, should not cross the Old Bridge of Tilt, but continue upwards and cross the *Fender Bridge*, about 300 feet above the Tilt, descending again and rejoining the carriage-road about a mile beyond the point where it has recrossed the stream. Hence the two routes are identical.* For $1\frac{1}{2}$ miles further they keep the stream on the left, and then cross it a little beyond the *Marble Lodge*. (So far the road has been narrow, well-wooded, and very picturesque.) Hence we pursue a straight course with green mountains of a pastoral “Lowland” character on both sides, and the river below for many miles. The bridle-path begins at **Forest Lodge**, the principal shooting-box of the district, and pursues an almost straight course as far as the new bridge over the *Tarf*. The stream in descending from the desolate mountain wilderness on the left leaps over a ledge of rock. In conjunction with another burn which comes down from Glas Thalachan on the right, a little further on, it forms the main waters of the Tilt, which, considerably reduced in volume, is itself crossed about 2 miles further on in its descent from Loch Tilt. The highest part of the route is now reached, and the track passes into Aberdeenshire. In another 2 miles **Bynack Lodge** is reached, and the carriage-road to Braemar commences. In front Ben Muich Dhui and its crowd of dependant summits, almost equal in height, appear. Prominent amongst them, and dropping precipitously into *Glen Dee* is the Devil's Point. The *Geldie Burn* (see p. 116, l. 6) and the *River Dee* itself are successively crossed, and three miles beyond the bridge over the latter, the road again crosses the stream at the **Linn of Dee**, a narrow rock-ravine, through which the river tumultuously plunges. Here the pedestrian track from Aviemore converges, and the road, an excellent one, continues along the south side of the river to Braemar, passing *Inverey*, and the picturesque, richly wooded *Linn of Corriemulzie* (p. 112).

For **Braemar** and the surrounding country, see page 110.

* The Lower Fender Falls are well seen from a path leading down from the carriage-route $\frac{1}{4}$ m. beyond the Old Bridge.

Kingussie to Fort William. (Map opp. p. 75.)

Kingussie to Newtonmore (road), 3 m.; Drumgask Hotel, Laggan, 11; Loch Laggan Hotel, 18; Tulloch Station (West Highland R'way), 31; Bridge of Roy Hotel, 36; Spean Bridge Hotel, 39; Fort William, 49.

Mail-coach daily (once or twice) to Tulloch (13s 6d.) in connection with (day) mail-trains at Kingussie and the trains to Fort William and Banavie.

Highest point 900 feet, between Laggan Bridge and Loch Laggan.

The scenery on the route is not of that surpassing interest which is associated with some Scottish routes. It is, however, quite sufficiently beautiful to claim attention all the way, and it has less than usual of that upland featureless monotony which makes some of the most celebrated Highland routes so wearisome. Every one will join the train at either Tulloch or Roy Bridge, especially as the beauties of Glen Spean are much better seen from the rail than from the road.

The Route. Quitting Kingussie, the traveller from the south finds himself retracing his steps, side by side with the railway, for nearly 6 miles. At *Newtonmore* (p. 128) the road diverges to the right from the old Highland coach-road, but still keeps to the valley, along which it passes until the junction of the *Truim* and the *Spey* is reached. Here the valley of the Spey diverges to the west, and the road continues along the north side of the stream all the way to Laggan Bridge. The abundantly wooded *Craig Dhu* ("black crag") is a striking feature on the right. *Clunie Castle*, the residence of the chief of the Macphersons and the whilom clan Chattan, who figure so conspicuously in the "Fair Maid of Perth," is passed on the right 2 miles short of **Laggan Bridge** (*Drumgask Hotel*, comfortable. *For route over Corriyarrick to Fort Augustus*, see p. 128). A mile further the main valley of the Spey is left for that of the **Mashie**, one of its tributaries. We bid farewell to the Spey, that most rapid and changeful of important Scotch rivers, with regret. In its long course of 100 miles, it threads, if not the finest, some of the most varied and picturesque of Scottish scenery. In the angle between it and the Mashie are the remains of a British fort ("*Dun*") said to be the strongest in Scotland. *Strath Mashie*, in its turn, is soon left, and then the road attains its greatest height near a point where the headwaters of the Spean, flowing northwards from the wild inhospitable regions of Ben Alder and Loch Ericht, describe an acute angle and turn south-westwards to Loch Laggan. At the near end of this lake stands the *Loch Laggan Hotel*, very picturesquely placed, but not inexpensive.

From **Loch Laggan Hotel** the Corriyarrick road to **Fort Augustus** (21 m.; p. 128) may be reached by a track in 3 miles.

Loch Laggan, 820 feet above sea-level, is 7 miles long, from one to two thirds of a mile wide. It is flanked by lofty mountains, which in turn rise steeply, and then recede from its

margin. Its shores are in many places well wooded, and much of the timber is of ancient growth. It has the peculiarity of presenting in itself scenery of a much richer character than that of the valley through which its waters find their outlet.

The old *Kirk of Laggan*, in ruins, is near the inn, and a little way down the lake, on the opposite side, is *Ardverikie*, the shooting-lodge of Sir John Ramsden. The old house, burnt down in 1873, had some deer-stalking sketches drawn on the walls by Landseer. On the lake about here are two "wee" islets, on one of which, says tradition, the Dalriad Fergus kept himself, and on the other his dogs. Hence their names of *King's* and *Dog's Isle*.

There is a grand mountain ramble, which, however, the writer cannot describe from experience, beginning exactly half-way along Loch Laggan, by the farm of *Aberarder*, and thence by the right-hand side of the stream that issues from *Lochan-Coire* up to *Craig Meggie*. From the outlet of the loch go due W. up the corrie; then along the ridge to the summit (3,700 ft.) and down the ridge (S.) above and to the right of the Moy Corrie and Burn, rejoining the road at *Moy* (light refreshment) a mile beyond the outlet of Loch Laggan (11 m.; 4—5 hrs.).

Beyond Loch Laggan the road passes for some 6 or 7 miles over a pastoral, but somewhat dreary tract of moorland, wood and cultivation not re-appearing until the waters of the *Treig* join the Spean on its south side. Then the channel of the river becomes diversified with rock, and its sides are overhung with wood. We pass several farmsteads, and some dozen miles beyond the outlet of Loch Laggan reach *Roy Bridge Inn*.

The celebrated **Parallel Roads of Glen Roy** (p. 244) lie away to the right of the road here, and as the name indicates, up the valley of the Roy. A walk of 4 miles will put the tourist in a good position for seeing them. They are simply level terraces on the mountain-side, corresponding to the successive levels of lakes which in ancient times filled up the valley. A road leads up the glen to *Dalriach Lodge* and *Turret Bridge* (9 m.).

Beyond Roy Bridge a level course is pursued to *Spean Bridge*, on the far side of which is **Spean Bridge Hotel**, the chief hostelry on the way. For the rest of the route see p. 193.

Rail **Spean Bridge** to **Invergarry** and **Fort Augustus**, see p. 333.

For **Fort William**, see page 243.

Aviemore to Braemar, by the Larig Ghru. (Map opp. p. 146.)

Aviemore Hotel, or *Station*, to *Coylum Bridge* (road), 2 m.; *Pools of Dee* (footpath), 12; *Derry Lodge*, 20; *Linn of Dee* (road), 26; *Braemar*, 30. *Height of Pass*, 2,750 feet.

* Carriage-road as far as *Coylum Bridge*, or, turning right at *Inverdrue* as far as *Auldrue*, 8 m. (see map).

This is about the longest day's march in the Highlands, and the only one which enables the tourist to grasp the full grandeur of the Eastern Grampians. There is no house of entertainment

on the way, but at the keeper's cottage in Glen Derry, 10 miles short of Braemar, light refreshment may be had. Between Coylum Bridge, 2 miles from Aviemore, and the keeper's cottage, there is no regularly occupied habitation whatever (*see p. 116*). The path is good, bad, and indifferent by turns. From the keeper's cottage there is a good carriage-road all the way to Braemar.

It is better to make the journey in this than in the reverse direction, because in the latter case, should the traveller by any chance get belated, he will have some difficulty in extricating himself from the mazes of Rothiemurchus Forest during the last part of the walk, and should he find it necessary—as the writer did after a Spring ascent of Ben Muich Dhui—to spend the night there, he can only depend on having a “well-aired” bed, in the strictly literal sense of the word; whereas the last 6 miles of the road to Braemar are quite unmistakable. The middle portion of the route is excessively rough, but there can be no real difficulty about finding the way, except in the Forest, through which the cart-tracks and paths twist about in a manner which makes it impossible to form any judgment as to the destination of any one of them.

The Route. From Aviemore the road, after crossing the Spey by an iron bridge, goes south of the river Druie past a neat new church at Inverdruie (1 *m.*), beyond which keep the left-hand branch. At the small hamlet of **Coylum Bridge**, 2 miles on the way, turn to the right just short of the bridge, where there is a finger-post, and proceed for one-third of a mile by road, then by a narrow and, in places, almost overgrown footpath, as close as may be to the stream for another 2 miles, at the end of which, at another guide-post, cross a foot-bridge, near Auldrue, 5 *m.*

Direct route from Lynwilg Inn. When the Spey is low enough (not often), a short cut may be made from Lynwilg to this foot-bridge. Ford the river at the northern extremity of a morass, dear to wild fowl, which, though not seen from Lynwilg Inn, is only separated from it by the railway and a fir-plantation. There is a house on the opposite side of the ford. From it the road goes east for a quarter-of-a-mile and then turns south, reaching in another $1\frac{1}{2}$ miles **Loch-an-Eilean** (*p. 131*). Proceeding along the north shore of the loch we join in another 2 miles the main route from Aviemore at the foot-bridge above mentioned. *This route is very little used.*

Two deep depressions in the huge mountain-barrier now appear before us. The left-hand one is our route. Beyond the foot-bridge it crosses a greensward in front of a tenantless building,* and a little further on breaks off into two cart-tracks, which must be avoided. Close to the diverging point (*guide-post*; end of carriage-road) a rough foot-track bears away to the right through the heather, parallel to and some distance above the stream. This is our path, and here the rough walking begins, but the difficulty of finding the way ceases. We are about half-way to the top of the pass, and the mountain-walls on both sides prevent our straying any distance

* Possibly, but improbably inhabited in the shooting season. Here turn sharp left.

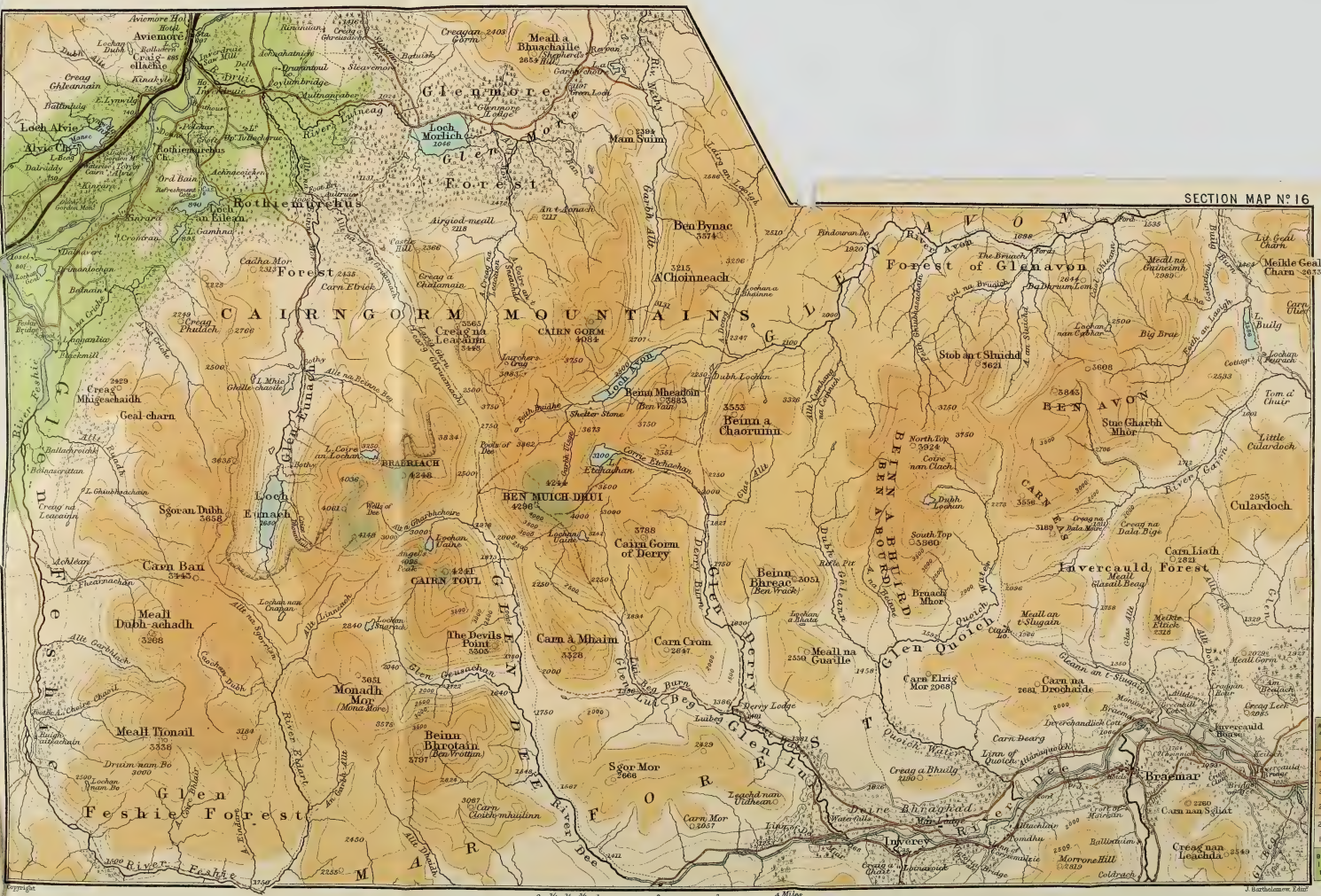
from the path until we are far down the other side of it. For half-an-hour or more we make our way through tough heather, and past several flat-topped moraine heaps. Then we cross the stream at the foot of its emergence from a short course underneath rocks; the mountains close in still more, presenting in places bold rocky escarpments, and the path for 200 yards returns to the east side of the stream. Before the top of the pass is reached, a chaos of rough red granite boulders materially lessens our rate of progress, the path across them being necessarily intermittent. There are few passes in Great Britain which the pedestrian is more truly glad to find himself at the top of. Once there, he will probably feel that there is a rude grandeur and wildness in the scene hardly to be surpassed in Scotland. The *col* forms the division-line between the counties of Inverness and Aberdeen. The prospect extends far away in both directions—northwards to the lone moorland between the Spey and Loch Ness, and southward to the lofty heights which separate the basin of the Dee from that of the Tay. The vista in the latter direction is decidedly the finer of the two, and, as we descend, it becomes still more striking. A great feature in it is Ben-y-Gloe, due S. *Ben Muich Dhui* occupies the whole of the eastern side of the valley, but opposite to it, *Braeriach & Cairn Toul*, with its two flanking peaks, the *Devil's Point* (not unlike Honister Crag in Cumberland) and *Scur Lochan Uaine* ("Angel's Peak"), have all separate claims on our admiration, the outline of the two last-named being very bold; in fact it is only by thus plunging into the very heart of the Eastern Grampians that we can fairly appreciate their vast proportions. In the interstices of the boulders about here the beech fern and other polypodies find a congenial home.

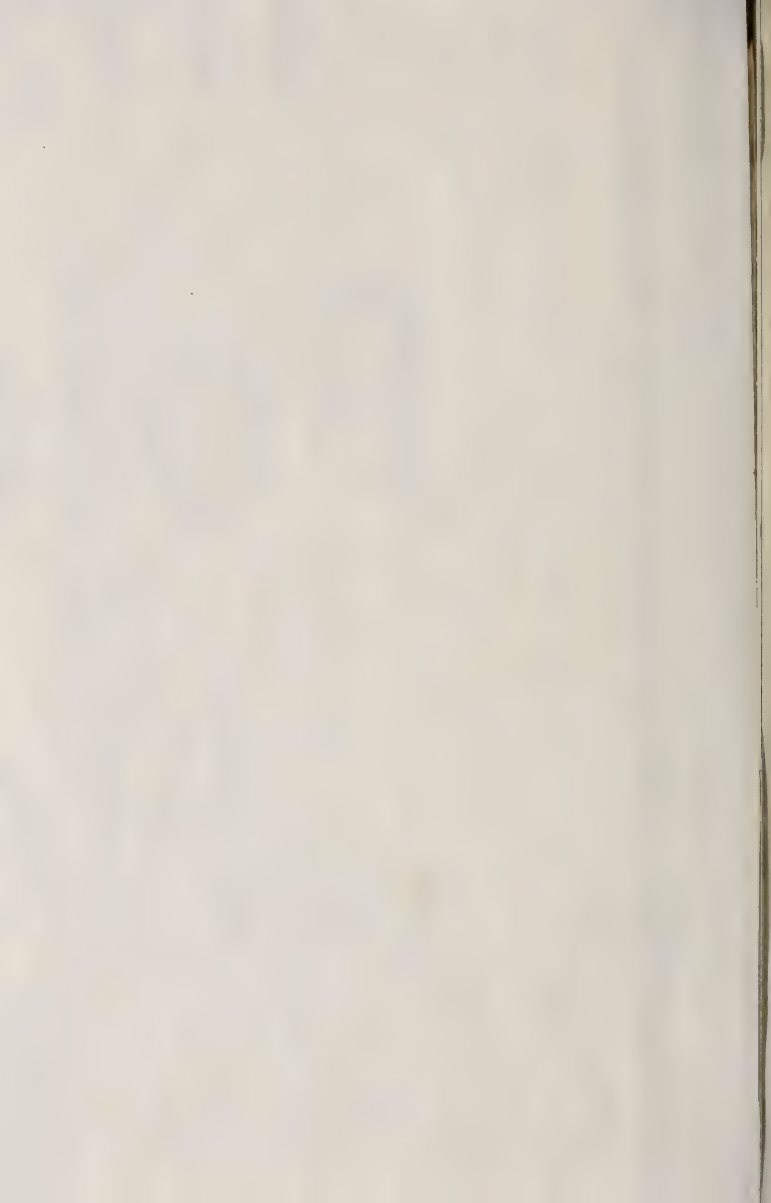
A short distance beyond the summit we reach the **Pools of Dee**, a succession of icy-cold pools between which the water, as in limestone countries, finds its way beneath the surface of the ground. Near the lowest pool is a good halting-place, but the pedestrian should not forget that he has still some six hours' walking before him. Beyond the Pools, the path, which is henceforth fairly marked, crosses this headwater of the Dee.

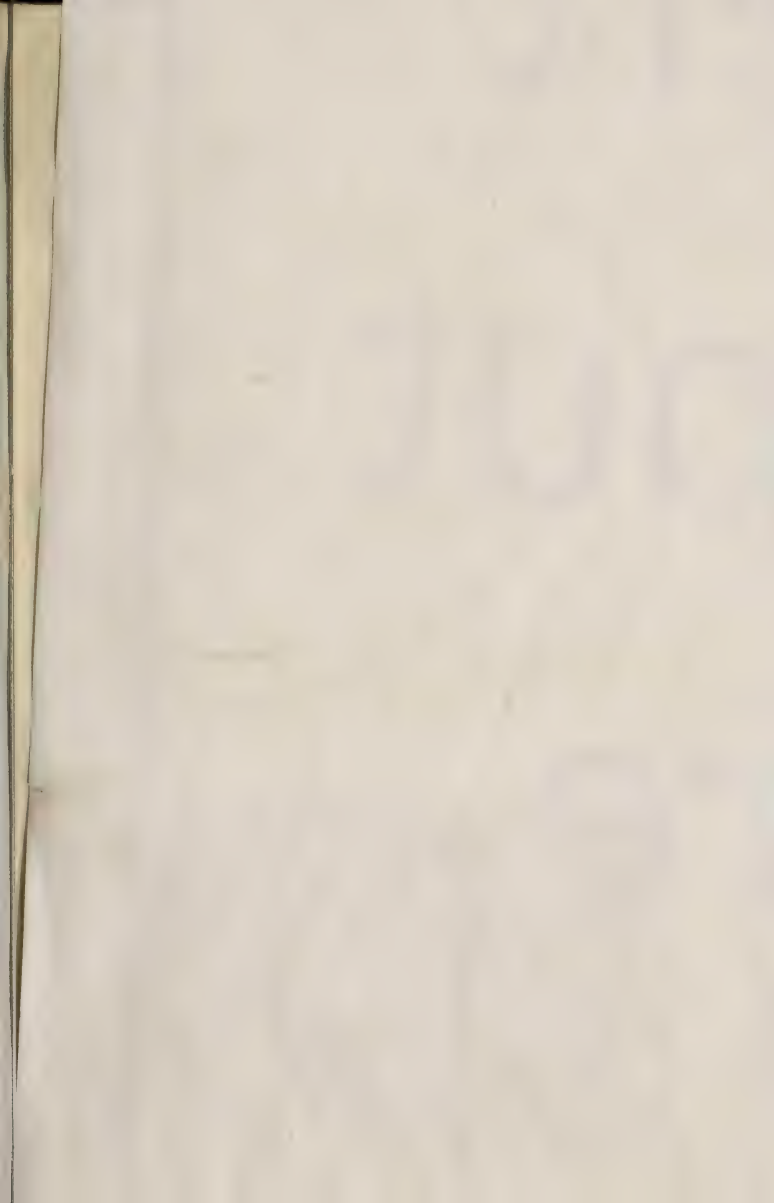
On the right-hand side, a little further on, the *Garrachorry Burn*, which is really the main source of the Dee, comes down a desolate valley between Cairn Toul and Braeriach. The latter mountain is deeply scalloped at the top, bringing to one's mind the wild corries of Skye and of the Pillar range south of Ennerdale.

For four miles or so after leaving the Pools of Dee the path keeps along the valley. The *Devil's Point* is passed on the right, and beyond it *Glen Geusachan*, a short but deep valley, giving an impression of intense desolation, opens on the same side. From opposite this glen two tracks have hitherto been marked on the maps, one continuing down Glen Dee, and the other bending to the left round the southern shoulder of the Ben Muich Dhui mass and dropping into *Glen Lui Beg* ("Little Glen Lui"), as it is

called to distinguish it from the more important division of the valley lower down. The *Glen Dee* route is at the best a sheep-track, the commencement of which, at all events, is quite undiscoverable. Care too is required in quitting the valley for the *Glen Lui* route, which, however, though far from obvious at first, very soon develops into an excellent pony-track of white granite, and continues so till it reaches the bottom of the valley, a couple of miles further. If the traveller fails to see it, he is probably too low down for it. It keeps a stream and a lakelet or two at a considerable distance on the right, and crosses the *Lui Beg Burn* by a wooden bridge. From this point the actual summit of Ben Muich Dhui is nearly but not quite visible at the head of the glen, on the left. What we see has the appearance of a gracefully tapering cone. Our path now keeps the stream on the right as far as **Derry Lodge**, a shooting-box. At the keeper's lodge close by, which is reached by crossing a foot-bridge, milk, &c. may be had. The path then crosses the *Glen Derry Burn* and, passing to the right between the grounds of *Derry Lodge* and the stream, enters the carriage-road close to the south lodge-gate. Hence to Braemar the distance by the Linn of Dee is 10 miles. The route is round about, and it is only when the "family" are not at home that the corner can be cut off by keeping on the left-hand side of the stream and crossing the *Victoria Bridge*, as shown on the map. In any case, however, a smaller angle may be avoided by taking a footpath beyond the bridge over the Lui Water (2 m. beyond *Derry Lodge*), which leads straight to the Linn of Dee. The last 6 miles from the Linn of Dee to Braemar are described on p. 115. For **Braemar**, see page 110.









Grantown and Neighbourhood.

Address:—"Grantown-on-Spey, N.B." Height above sea, 700 ft.

Hotels:—*Grant Arms*, first-class; *Palace*:—both family and tourist: *Strathspey* (C.T.; B. & A., 2s. 6d.); *Grant's Temp.* (C.T.). **Country Hotels**, also, at Nethy Bridge, rebuilt (6 m.; p. 150), Boat of Garten Station, 8; and Carr Bridge (9½ m.). The accommodation may be generally described as good and the charges reasonable.

Lodgings at all the above places.

There are two **Stations** at Grantown—the *Highland* (for Perth and Inverness), ¾ m. from centre of town, and the *G. N. of Scotland* (for Aberdeen, etc.) 1¼ m. Buses from the hotels meet trains.

P.O. in main street open 7-8; *Sun.* 12.40—1.40. Chief desp. abt. 11.15, 3.50, and 9.50; *Sun.* 11.20. Del. 7, 9.30, 5. **Tel. Off.**, 8—8; *Sun.*, 9—10.

Golf Links (3 holes) at upper end of town. Season, 10s. 6d.; Month, 7s. 6d.; Week, 2s. 6d. *Club-house* for ladies and gentlemen.

No district in Scotland has made such rapid advances in popularity of late years as the upper parts of Spey-side, which may be said to extend from some way north of Grantown to Kingussie—a reach of about 20 miles. Besides the hotel and inns, there is an abundance of farm and lodging-house accommodation, which is often bespoken early in the year. The cause of this is not so much any extraordinary beauty of the surrounding scenery, which, though uniformly interesting and enjoyable, only attains to grandeur in the heights and recesses of the Cairn Gorms, as to the remarkable purity and freshness of the air. The valley is wide and open, without being monotonously flat, and its elevation (700 to 750 feet) accounts for the bracing character of the climate, the healthiness of which is further enhanced by an abundance of pine woods.

The town, built mainly of granite, is airy and cheerful. Note the very neat little *Episcopal Church* recently built. The *Parish Church* contains oak panelling from Castle Grant and an oak pulpit.

Walks.

(1) **Castle Grant** (2 m. from centre of town. Open to visitors Tuesday and Saturday; every weekday when the family are from home. Order obtainable at the Estate Office in the town). From the Square proceed by the wide North Road for half-a-mile, passing on the left the new *Cottage Hospital* erected by the late Earl of Seafield, and entering the grounds by a fine gateway and lodge. The *Castle* only comes into view when we are close to it. It is a massive, plain, square structure, dating in part from the 15th century. The chief apartment is the Dining Room (47 by 27 feet).

There are portraits and paintings by eminent artists, and a collection of mediæval weapons. From the upper parts the views of the Cairn Gorms and intervening country are very fine.

Close by the Castle, on the west side, is a fine avenue of lime-trees

The visitor not returning direct to Grantown may quit the park either at a lodge just where the railway crosses the road, or a good half-mile further north. The latter route takes him into the main road $1\frac{1}{2}$ miles short of the divergence for Lord Huntly's Cave (*see below*).

(2) **Lord Huntly's Cave.** This is situated in a charming little valley 3 miles north of the town. Proceed along the Forres road (the route through the grounds of Castle Grant—if open—is a pleasant alternative) till, a little past the third milestone, you come to a stile on the right. The path then entered upon crosses the railway and drops at once into the glen, at the bottom of which you will see the cave on your left. It is merely an opening formed by the *débris* of the cliff, which has some time or other tumbled to pieces.

The cave derives its name from a tradition that it was a hiding-place of the second Marquis of Huntly, who fought on the side of Charles I. against the Covenanters, but fled before his brother-in-law, the Earl of Argyll.

The pleasantest way of returning is by a path down the glen, which in a mile or so brings you into a by-road that ascends to the right and joins the main road 2 miles north of Grantown.

If, instead of crossing the stile for the cave, you continue along the main road, you come out in about a mile on to **Dava Moor** (1,000 ft.), and may enjoy a bracing walk to **Dava Station**, 8 miles from Grantown.

Loch-an-Dorb. This is 2 miles by road from Dava Station, and a favourite resort with anglers, who may also enjoy free fishing in the stream—the *Dorback*—flowing from it as far as the bridge opposite Dava Station, as well as in the *Anaboart Burn*, which joins the Dorback close by the Bridge.

(3) The **Ladies' Walk** begins $\frac{3}{4}$ mile from the town at the point where the road to the "Great North" Station reaches the riverside. It passes through a wood overlooking the river, which is very fine hereabouts, and in $\frac{1}{4}$ mile enters the road leading to Inverallan Churchyard, situated on the riverside $1\frac{1}{4}$ mile S. of the town. Here stood formerly the Parish Church of Grantown. About the centre of the ground is *St. Figat's Stone*, with a rudely carved Latin cross on both sides.

From Inverallan a path along the river side leads to **Boat of Ballifurth** ($2\frac{1}{2}$ m. from Grantown), where by ferry you may cross to the main road from Grantown to Nethy Bridge. *Length of walk, 6 m.*

Grantown to Nethy Bridge. An interesting circular drive or walk of 12 miles; good cycling. For the outward route we recommend the Carr Bridge road (*p.* 149), which, however, is quitted at (3 m.) Dulnain Bridge. Crossing this, the road affords a fine view of the Cairn Gorms, which rise with great effect across the wide undulating valley, the Cairn Gorm itself, with Bynack to the left of it, being the chief heights. They are especially well seen when, after

descending to the left ($4\frac{1}{2}$ m.) from the main road, you cross the railway bridge close to Broomhill Station.

The main road (not dropping to the bridge) reaches in a short 5 miles further **Boat of Garten Station** (good hotel; new bridge across *Spey*).

Two miles from Boat of Garten, which (*see map*) lies somewhat off the direct route, the road passes the conspicuous shooting lodge of **Kinveachy**, half-a-mile beyond which is **Loch Va**, a pretty sheet of water down in a hollow. **Aviemore Station** is $3\frac{1}{2}$ miles further (Hotel at Lynwilg, $2\frac{1}{4}$ miles beyond). A large Hotel, close by the station, will be opened in 1901 (*see p. 131*).

From the railway bridge our road drops to the *Spey* and crosses it by a long wooden bridge, whence it is a long mile across the flat to **Nethy Bridge Station** and hotel (*see p. 150*).

The return journey is along the road described on page 150 (Grantown to the Cairn Gorms, etc.). The road crosses the *Spey* Bridge (Grantown) close to the G. N. of S. station.

Grantown to Carr Bridge, $9\frac{1}{2}$ m. A very pleasant drive, which may be varied by returning along the old North Road for 3 miles, and then, from near Kinveachy Lodge, bending back to Grantown by the Aviemore road, described above in small print.

Pedestrians may reach Boat of Garten station in $1\frac{1}{4}$ hours from Carr Bridge, cutting off the Kinveachy corner by a path that starts at a sawmill $1\frac{1}{4}$ miles S. of Carr Bridge.

Grantown to Carr Bridge by rail viâ Aviemore is 20 miles.

The Route.—The road goes south out of Grantown, below and to the left of the Highland station, and passing under the line in $1\frac{1}{2}$ miles. A like distance further, after skirting Gaich Wood, it comes to **Dulnain Bridge** (small beer-shop), a charming spot, where the river rushes far down below between wooded rocks. Keeping north of the river we pass, half-a-mile further, *Muckrach House*, and beyond it, 200 yards to the right, the fine old ruin of *Muckrach Castle*, built by Patrick Grant in 1598. Then (7 m.) comes the old church and churchyard of **Duthil**—the latter for three centuries the burial-place of the Grants, by whom two mausoleums have been erected within the last fifty years. Then, crossing the Duthil Burn, we reach in $2\frac{1}{2}$ miles

Carr Bridge (comfortable Hotel, 1 m. from station), a picturesque village 800 ft. above the sea, and correspondingly healthy. Here our road joins the old North Road to Inverness. The old bridge, a time-worn arch, stripped of its parapets, still spans the stream a few yards above the modern bridge. There is good free fishing.

From **Carr Bridge** to **Inverness** the distance by road is 25 miles; for rail *see p. 133*. The most striking features are the **Pass of Slochd-muich** (5 m., 1,250 ft.), a narrow opening in the ridge separating the Dulnain from the Findhorn valleys; the Findhorn itself, which is crossed $1\frac{1}{2}$ short of the *Freeburn Inn* (10 m.), and in the intervening space pursues a winding course round *Tomatin House*, and the scenery about *Craggie* (15 m., inn), where the Nairn is crossed.

For **Cyclists** this is a hilly road throughout, especially over Slochd-mor, with sharp bend at Findhorn Bridge, and still worse over the Nairn at Craggie, beyond which, $\frac{1}{2}$ m. past Daviot Church, an easy diversion may be made by **Culloden Moor** (Cumberland Stone, $\frac{1}{2}$ m.), and back direct to **Inverness**, 10; thus adding $3\frac{1}{2}$ miles to the direct distance, nearly all down hill. Splendid views in descending towards Inverness.

Grantown to Bridge of Brown (10 m.) and Tomintoul (14).

This is a rough, but very interesting drive. Coach daily, mid-June to mid-Sept., 3 hrs., abt. 3 p.m. At other times the only public communication with Tomintoul is by Ballindalloch (*p.* 113), whence a mail-cart (3s. 6d.) starts daily on the arrival of the 10.15 train from Grantown, returning in the early morning.

The road from Grantown is over the Spey Bridge; then to the left across the line, after which it ascends some way above a burn, on passing the source of which it is joined (6 m.) by a road that comes up the side of the Allt-mor from Nethy Bridge. Hence is a fine view across the extensive Nethy Forest to the Cairn Gorms, with the Cairn Gorm it-elf and Ben Bynack to the left of it, across Glen Nethy, as its strongest features. Two miles further our highest point—about 1,450 feet—is reached, and we have a fine view southward to the humpy ridge of Ben Avon. A rapid descent to **Bridge of Brown** (1,000 ft.)—the most romantic spot on the route—succeeds. There are a few cottages scattered about, and the place is a pleasant and sheltered spot for a picnic.

Just above the bridge the stream is contracted to the width of a few feet, and lofty rocks overhang it. This is the **Linn of Brown**. It is best seen from a bridge thrown across it.

Quitting the bridge we wind steeply up, and in a mile or so look down into the fine open valley of the Avon, with *Tomintoul* mapped out over the hill beyond. (*For description see p.* 113.)

Craig-mor (5 m.) and Nethy Bridge, 7. By road to Nethy Bridge is only 6 miles, but pedestrians should make the delightful diversion up the wooded height called *Craig-mor* (about 1,200 ft.). The road crosses Spey Bridge, passes the G.N. of S. station, and proceeds through woods, on issuing from which nearly opposite the road that strikes off square to Ballifurth Farm, take a path to the left. This almost at once bears to the right and enters the wood at a gate, joining, half-a-mile or so further, the track from Nethy Bridge. Turning sharp to the left you reach in about 200 yards the top. The view thence extends over a wide reach of Strathspey from Grantown to Boat of Garten and across Nethy Forest to the Cairn Gorms.

The descent direct to **Nethy Bridge*** can hardly be missed. It comes out of the wood near the Allt-mor stream, passes a couple of farmsteads, and joins the road opposite the Established Church of Abernethy, $\frac{3}{4}$ mile north of the inn and station.

The **Nethy Bridge** Hotel (comparatively new, and good) is close by the station. The village is placed on both sides of the Nethy, which, above the bridge, flows through a picturesque dingle, joining the Spey a mile further north. Many of the houses are modern, and more or less occupied by visitors during the season. There are many nice walks and drives such as to *Craig-mor* (2 m., *see above*); *Dorback Lodge*, 7 m., by the north side of the river by a new road through the hamlet of *Causer*; *Bridge of*

* **P.O.** Chief del. abt. 10.15; Desp., 11.20, 3.50.

Brown and Tomintoul (14 m.) also by Causer, joining the Grantown route (*above*) after crossing the stream in 6 miles.

Loch Garten, a fine pine-girt sheet of water, 3 miles S.W.; left turn $\frac{1}{2}$ m. beyond bridge; right branch at fork a mile further; right again in another $1\frac{1}{4}$ miles, and round north end of loch into main road $1\frac{1}{2}$ miles beyond it; whence back to Nethy Bridge, 3 miles, or on to Boat of Garten station, crossing the new bridge, $1\frac{1}{2}$ miles, the whole being a round of 8 miles.

The finest excursions from Nethy Bridge, however, are those into the Cairn Gorm region. A drive of 10 miles lands us at the foot of either Cairn Gorm or Bynack—both of them easy ascents. A good pedestrian may push on over or round Bynack (there is a path more or less distinct all the way) to Braemar, which is about 35 miles from Nethy Bridge, while carriage-folk may enjoy a delightful round of about 22 miles by driving up Glen Nethy to Glenmore Lodge and returning over the Sluggan Pass. The following description embraces all these routes:—

Nethy Bridge to Revoan (*see p.* 152), 7 m.; **Glenmore Lodge**, 10; **top of Sluggan Pass**, $12\frac{1}{2}$; **Kincardine Church**, $15\frac{1}{2}$; **Nethy Bridge**, 22.

— **Revoan to end of road towards Braemar**, $1\frac{1}{2}$ m.; **top of Bynack ridge**, 3; (— **Bynack**, $4\frac{1}{2}$); **crossing of the Avon**, 8; **Glen Derry Lodge**, 15; **Braemar** (road), 25.

On this route there is no chance of refreshment between Nethy Bridge and Glen Derry Lodge, and the River Avon is not easy to cross except in very dry weather.

Glenmore Lodge to top of Cairn Gorm, $4\frac{1}{2}$ m.

From Grantown add 6 m. (rail or road).

Our road turns left out of the main road on the south side of Nethy Bridge, and, passing through the village, enters Abernethy Forest—in this part mostly of modern growth. In 3 miles it joins another road at right angles. Carriages turn to the left, and half-a-mile further, opposite the entrance to *Forest Lodge* (Lady Stamford), still more abruptly to the right. Pedestrians may cut off an acute angle by an obvious track (*see map*).

We now ascend, and at $4\frac{1}{2}$ miles pass *Rynettin*, a keeper's lodge, and the last place of habitation short of Glenmore Lodge or, on the Braemar route, Glen Derry. The Nethy Forest, with its old gnarled oaks and patriarchal pines, now appears to great advantage, though it has been more than once devastated by fire, and in the background the Cairn Gorm group completes a scene of striking beauty.

From Rynettin our road drops to the left, becoming for half-a-mile little more than wheel-marks across a field. Then in the valley it runs square into another road. (Pedestrians taking this route in the reverse direction must be careful to turn up to the left here, and not continue along the better marked road which

crosses the river.) An up-and-down course brings us to (7 m.) **Revoan**, unoccupied except in shooting season. On the right the Herd's or Shepherd's Hill rises to 2,654 feet, the highest point on our route being about 1,250 feet. In front the vista through the little Pass of Revoan, formed by a shoulder of Cairn Gorm on the one side, and the Nettin (Kincardine) Hills on the other, is charming.

A short half-mile beyond Revoan the **Braemar route** strikes off at an acute angle to the left, and, rounding the northern buttress of Cairn Gorm, drops to the Nethy—here a small mountain-stream. Carriages can go no further.

From this point **Loch Avon** may be reached in 5 rough miles straight up the glen and over the watershed. The first part is tiresome and very marshy. After that there is a broken track.

A well-marked path begins at the little bridge that spans the stream, and ascends steeply to the ridge of Bynack (2,536 ft.), crossing it diagonally.

The **ascent of Ben Bynack** (3,574 ft.), which has two peaks—the greater and less separated by a shallow depression—is obvious. About the summit are groups of castle-like rocks. From it you may proceed to Loch Avon, or by a steepish descent rejoin the Braemar route without going back to the point at which you left it. The only risk about here arises from the utter absence of accommodation for miles and miles round.

Bynack commands a close view of the Cairn Gorm, Ben-a-Bourd, and Ben Avon with its singular excrescences. Ben Muich Dhui rises to the left of Cairn Gorm, and farther away. The clean-cut mountain N.E. is Ben Rinnnes, near Ballindalloch. Otherwise in this direction and eastward the prospect is dull and featureless, but north-westwards, over the wide pine-and-water-diapered Strath Spey, the possibilities extend to Ross-shire and across the Moray Firth to Sutherland and Caithness, the most pronounced height in this direction being the conical Morven in Caithness.

The direct track to Braemar takes us a little bit up and down over the ridge, and then down into a depression, which it threads with the conspicuous fortress-like rocks of Bynack just above on the right. It is a longish trudge to the Avon, which even here, so near its source, is a considerable stream from 10 to 15 yards wide, and at times unfordable. This is the best place for a halt for refreshments. The height above sea at which we cross is about 2,200 feet, and beyond it, continuing due south, we ascend a rough valley, passing to the left of two lakelets and between the towering heights of Ben Voin and Ben-a-Chaoruinn. From the watershed (about 2,350 ft.) 2 miles beyond the Avon, the path, not always very clear, descends, with Corrie Etchachan, up which runs the path to Ben Muich Dhui, on the right, and we are now on the route up that mountain described on p. 273. At the keeper's cottage (**Glen Derry**) milk, etc., may be had, and thence it is 10 miles along a good road to Braemar (see p. 146).

On from Revoan to Glenmore Lodge and Cairn Gorm the road descends the pretty V-shaped **Pass of Revoan**, at the top of which is the charming little *Green Loch*—the colour is due to the fine mica in suspension. In front is the Cairn Gorm range extending to Braeriach. Ben Muich Dhui, although the highest point on it, is unseen. The approach to *Loch Morlich*, a large sheet of water with comparatively flat shores, is very charming. **Glenmore Lodge** (the Earl of Zetland) is $\frac{1}{2}$ mile from its N.E. corner. Visitors are usually permitted to stable their horses here, and there is a prettily placed little outhouse in which they may eat their lunch.

From the top of the **Shepherd's Hill** (Meal-a-Buchaille, 2,654 ft., 1,400 above and W. of the top of the pass) there is a very fine view of the Spey valley

It extends N. to Grantown and thence to the Crindale Hills; S. to several miles beyond Kingussie. Inverness way it is bounded by the bulky mass of Ben Wyvis (*see map p. 165*). The hill is deer-forest.

We are now 1,050 feet above sea-level, and have a fair climb of 3,000 before reaching the **Summit of Cairn Gorm**. The going is perfectly easy, and the ascent will probably take from 2 to 2½ hours. Starting from the east gate of the lodge, we take a path that crosses the stream by a wooden bridge, and, half-mile further, reaches the side of a brawling tributary, running down a narrow, wooded little glen. In another ¾ mile this burn, too, is crossed by a footbridge, and the path then winds upwards, passing to the right of and below an isolated rock (*An t' Aonach*, 2,117 ft.). Hence, when the track ceases we have only to keep well up the breast of the mountain till we gain the top. Indiscriminate wandering is not unreasonably objected to. *For the view from the top and descents see p. 289.*

From **Glenmore Lodge** to **Aviemore Station** is 6½ miles, good road; to **Lynwilg Hotel**, 8¾ (*see below*).

From **Glenmore Lodge** we proceed for 1¼ miles, skirting **Loch Morlich**, a somewhat rectangular sheet of water, and then turn to the right along a road which after much rain is apt to be terribly sloshy. This takes us through a wood to the **Sluggan Pass**, which crosses the western spur of the **Nettin (Kincardine) Hills**. There is only a slight rise on this side, but on the other the road descends about 500 feet into the main road just *S. of Kincardine Church*. The pass is pretty, and during the descent we have a fine view across **Strathspey**. Hence to **Nethy Bridge** is 6½ miles of no special interest.

Cairn Gorm by Aviemore. This route involves less driving or walking than the one last described, but is not nearly so interesting. From **Aviemore station** to **Glenmore**, at the foot of **Cairn Gorm**, is 6½ miles by good road, the way being across the river, left branch at *Inverdrurie* (1 m.) and, at *Coylum Bridge* (2 m.), the right hand one of three roads. Carriage-folk must send to **Lynwilg Hotel**, 2¼ miles S. of **Aviemore**, for a carriage. The hotel at **Aviemore** will be opened in 1901.

For the **Ascent of Ben Muich Dhui** from **Aviemore** *see p. 288*. Excursion to **Loch-an-Eilean**, *p. 131*.

Inverness.

(*Plan opp. p. 156.*)

Special Note.—Inverness itself and the country north of it are fully described in the “Northern Highlands and Islands” (“Scotland, Part II,” 3s. 6d.). We here merely give such a description of the town and of the popular route from it by Loch Maree and Gairloch as may suffice for circular tourists who are going the round in the shortest possible time.

Railway Station (ref. and dining-rooms) in the town.

Distances:—Fort William, 63 *m.*; Oban, 98; Aberdeen, 108; Blair Atholl, 82½; Pitlochry, 89½; Dunkeld, 102½; Perth, 118; Edinburgh, 165; Glasgow (by land), 181; (by water), 213; London (by Forth Bridge), 561; (by Carlisle), 568. Tourist ticket, 60s.

Hotels.—First-class, *Station*, adjoining station; *Royal*, opposite station; *Caledonian*, *Waverley* (Temp.) and *West End* (Temp.), Union Street, 2 min. from station; *Palace*, *Victoria*, by the river-side, ¼ *m.* from station. Usual prices (Bed & Att. from 4s.).

Also *Imperial*, opposite station; *Glenalbyn*, across Suspension Bridge; *Gellion's*, High Street; *Washington* (Temp.), 3 min. from station. *Peacock Rest.*, High-st.

P.O. (Queen's Gate, 2 min. N.W. of station) open 7–9; *Sun.*, 9–10 *a.m.* and 2.40–3.40 *p.m.*; chief del., 7 and 10.30 *a.m.*; desp. 10.40 *a.m.* and 3.20 and 10 *p.m.*; *Sun.*, 9.40 *a.m.* **Tel. Off.** open always.

Pub. Baths:—Montague Row, across Bridge.

The **Northern Meeting Rifle Competition** and **Games** are held about the third week in September and last two days. Rooms should be secured in advance.

Steamers (*see Adverts.*) to Aberdeen, Dundee, Leith, Liverpool, etc. (Messrs. Langland's); Aberdeen (10s.; Ret., 15s.), Leith (15s.; Ret., 20s.), etc. abt. twice a week; to Fortrose daily (special cheap excursions, *M., Th., Sat.*).

Pop., 21,000. **Mkt. Days**, Tues. and Fri.

Golf Course. *See pink pages.*

Inverness, as the only town of any real importance in the northern division of the Highlands, and the converging point of rail and water ways, has obtained a celebrity which, at first sight, will probably be thought to exceed its merits. It is well placed on the banks of the swift and clear-flowing Ness, and within a short distance of the estuary of the river. The country around is rich and pleasant, without possessing any extraordinary features. The town is well-built, and wears a very modern look. It has an abundant supply of good hotels. As a tourist-centre, however, Inverness owes its chief attraction to the beautiful views obtained from the higher levels close to the town itself, and from the hills within easy reach of it. Amongst the former may be specially mentioned the one from Godsmans Walk, beyond the Castle, and

that from the Cemetery, which occupies the summit and western side of Tom-na-Hurich (the "Fairies' Hill") in the centre of the valley; while no one who remains any time in the town should omit to take the drive to Culloden Moor ($5\frac{1}{2}$ m.), not only for the historic interest of the locality, but also for the splendid panoramic display of scenery which gradually unfolds itself during the journey. All these scenes, and others in the neighbourhood of Inverness, are described in detail in our other volume (Pt. II.).

Walk through the town. Those who have a few hours to spend in Inverness will find the following as interesting a route as they can take. From the station walk straight ahead down *Union Street*, a thoroughfare of regular modern houses. Turn left opposite the Caledonian Hotel, and proceed along *Church Street* to its southern end. In the angle which the latter forms with Bridge Street is a spire, once belonging to the jail, but now containing the *Town Clock*. Almost opposite to this, in High Street, stands the new *Town Hall*, a handsome Gothic building, of which the chief apartment is a large and lofty Assembly Room. Close by, in front of the Hall, are the only antiquities of Inverness, the *Clach-na-cùdainn*, or "stone of the tubs"—the "palladium," or, as Scott puts it, the "charter-stone" of Inverness, and the *Old Cross*. The latter has been restored by Sir Robert Finlay, M.P. The former is so called from the water-carriers having deposited their tubs or "water-stoups" upon it, while themselves rested, before waterworks and reservoirs came into fashion. The stone is placed underneath a modern fountain. The *Old Cross* bears date 1685. High Street is the oldest part of Inverness.

From the Town Hall we advise the visitor to continue his walk by way of *Castle Street*, which strikes upwards from the east side of it. At the top, on the right hand, stands the **Castle**, a modern red-sandstone building, used as a jail and county court. Its predecessor was blown up by the troops of Prince Charles Edward.

In the terrace in front a beautiful memorial, cast in bronze, to Flora Macdonald was unveiled in the autumn of 1899.

Four hundred yards beyond the Castle, a narrow opening on the right introduces us to **Godsman's Walk**—the best viewpoint in Inverness. It runs parallel to and high above the river, and overlooks the islands. Beyond is the rich valley, with the Cemetery hill (*Tom-na-Hurich*) rising from its centre, and the hills extending from Craig Phadrick to Loch Ness behind it. The chief mountains visible are Ben Wyvis (N.W.) and Mealfourvie (S.W.). Hence, descending to the road, we may proceed to the **Islands**—three in number, and connected by foot-bridges. They are beautifully wooded, and traversed by pleasant walks. A suspension-bridge crosses the main stream to the far shore, whence it is best to proceed a little way up-stream and then bend sharp to the right for **Tom-na-Hurich** ("the Fairies' Hill") on which stands the **Cemetery**, open 6 a.m. to 8 p.m. on week-days,

and 1 to 6 on Sundays. The hill is 200 feet high, and the chief part of the Cemetery occupies its summit, which has been levelled. There are beautiful glimpses all round through the trees. Note the stone inscribed to Lydia Jane Thomas (*d.* 1876), and her husband (*d.* 1887). Issuing from it by the north gate, we reach, in less than a mile,

The Episcopal Cathedral of St. Andrew.

Open 9 a.m.—9 p.m. Choral services:—*Sun.*, 11, 6.30; *Matins, W. and F.*, 11; other weekdays, 10.15; Evensong, 5.30 (*W.*, 8); *Sat.* (plain).

This is the chief architectural ornament of Inverness. It was built about 1870 by Alex. Ross, a local architect. The style is Decorated, and the building comprises nave with aisles, choir with transepts, lady-chapel and chapter-house. The very slight projection of the transepts beyond the aisles prevents the building, as a whole, showing that gracefulness of form which one might expect in a fabric of such recent date. Towers, which it is intended to crown with spires, rise from its more northern angles, for the church is built rather *secundum flumen* than with any regard to the points of the compass. The warm tint of the stone, somewhat like that of Hereford, imparts a comfortable aspect both inside and out. Inside, the appearance is light and pleasing, the *pulpit*, of Caen stone, the *altar*, and the *rearedos* variegated with serpentine and alabaster, being specially noteworthy. The *windows* are of stained glass. Under the N.W. tower is the *baptistery*, with a guardian angel—a finely executed copy of a work of Thorvaldsen in white marble over the *font*. The building cost about £20,000, and contains sittings for upwards of 800 people.

The great annual event in Inverness is the Northern Meeting, and celebration of the Games in September.

Inverness to Culloden Moor, $6\frac{1}{2}$ m. by rail, *see p.* 157 and Pt. II.

Inverness to Perth (by the Highland Railway) and Stirling. (*Maps opp. pp.* 165, 75.)

Inverness to Ariemore, $34\frac{1}{2}$ m.; *Kingussie*, $46\frac{1}{2}$; *Blair Atholl*, $82\frac{1}{2}$; *Pitlochry*, $89\frac{1}{2}$; *Ballinluig Junction*, $94\frac{1}{2}$; (—*Aberfeldy*, 103); *Dunkeld*, $102\frac{1}{2}$; *Perth*, 118; *Stirling*, 151.

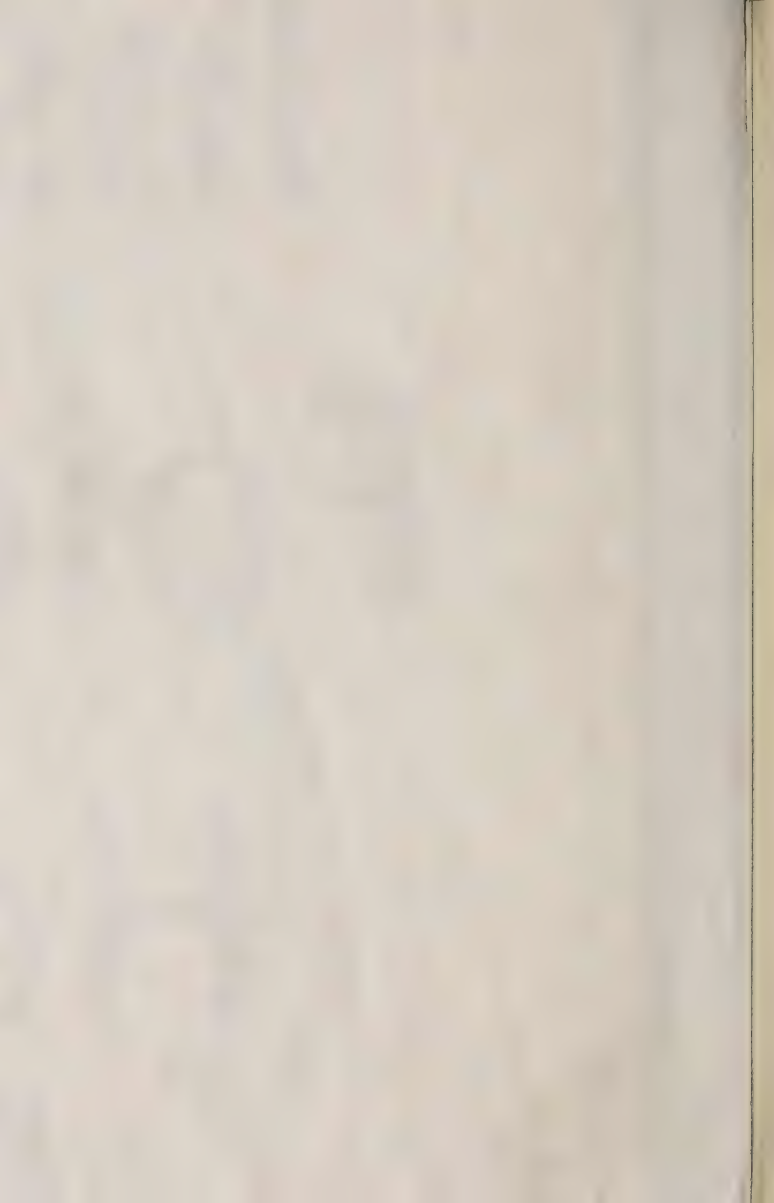
Refreshment rooms at Kingussie.

Pullman Sleeping-carriage (extra fare 5s.) to Perth by night train, which does not run on Sats. On Sunday the only train is the mail about 10 a.m., which runs viâ Forres.

All the places of popular resort on this journey having been described the reverse way (*pp.* 118–153), we shall here confine ourselves to a mere summary of the points of interest visible from the railway.

INVERNESS.





For the **old route** viâ Nairn, 15 m.; Forres (Ref.-rm.), 24½; Grantown, 47½; and Broomhill (for Nethy Bridge) to Aviemore, 60½, with descriptions of those places, *see* p. 133; also "Scotland, Pt. II."

The **new line** branches to the left out of the old half-a-mile from the station. Then it crosses the latter by a bridge and ascends sharply to (6½ m.) *Culloden Moor Station*, which is one mile N.W. of the Cumberland Stone on the battlefield. Then by a semicircular sweep about 4 miles in length it rises and crosses the Nairn river by a viaduct 595 yards long (p. 132). A mile further we *may* see on the river-side the *Stones of Clara*, probably representing a prehistoric Caledonian cemetery. At *Daviot* (11 m.) the line curves sharply to the S.E. and soon affords splendid views—the broad back of Ben Wyvis in the rear and the Cairn Gorms in front. For Moy (15 m.), Tomatin, "Freeburn Inn," 19; and Carr Bridge, 28, *see* p. 132. The two routes reunite at **Aviemore Station** (first-class hotel), p. 131.

Here, between the railway and the mountains, lies the extensive *Forest of Rothiemurchus*, across which are the Cairn Gorm (round-topped), Ben Muich Dhui, lying back, and Braeriach—the V-shaped Larig Ghru pass to Braemar between the last two. A couple of miles beyond Aviemore we pass on the left the wooded hill of *Kinrara*, surmounted by the *Duke of Gordon Monument*. Opposite to it is *Loch Alrie*, and a few miles further, on the left-hand side, *Loch Insh*, a pleasant-looking sheet of water without any pretensions to grandeur. In the timber about here there is a great preponderance of fir, as the name of the next station, **Kingussie** (the "head of the fir-wood"), suggests. Here 5 minutes are allowed for refreshments. *For the mail-route hence to Fort William see* p. 142. It runs parallel with the line, on the right hand, for some miles, and then strikes away at right angles up the Spey valley, which from the point of divergence becomes much narrower. The railway now ascends by the *Truim*, a tributary of the Spey and, about 15 miles beyond Kingussie, reaches its highest point in the *Pass of Drumochter*, 1,484 feet above the sea. A few miles short of this, opposite *Dalwhinnie* (85 m.), a strip of *Loch Ericht*, the highest large lake in Scotland, is seen on the right, hemmed in by lofty mountains. The pass itself, which we are now crossing, is wild but featureless. Then at *Dalnaspidal* (93 m.) *Loch Garry* is seen on the right and, lower down, the river Garry is a refreshing spectacle on the other side. From Struan, the next station (104 m.), the mail-route (p. 127) to Kinloch Rannoch goes off on the right and, over the depression which it crosses, we have a good view of *Schiehallion*. Then, approaching **Blair Atholl** (p. 126) the scenery resumes a civilised aspect, and 3 miles beyond that village we enter the *Pass of Killiecrankie*, a full-length view of which is obtained (*right*) for a moment as the train crosses a viaduct at the head of it, beyond a short tunnel below which is the *Soldier's Leap*. Hence to **Pitlochry** (p. 122) the scenery is very beautiful, but the view is greatly obstructed by trees. Beyond Pitlochry the country is

more open, and at *Ballinluig Junction* (for *Aberfeldy*) we debouch on to the main Tay valley. The glorious surroundings of Dunkeld and the village itself (p. 119) are seen from the line. Then we pass through a tunnel beyond which *Murthley Castle* appears on the left through an avenue of trees. A few miles further we enter *Strathmore* and, passing *Stanley Junction*, where the Aberdeen line converges, and *Scone Palace* on the left, draw up at **Perth** (p. 77).

For **Perth to Stirling** *see* p. 75, and Map p. 75.

Inverness to Fort William and Oban, by the Caledonian Canal. (*Map. opp. p. 252.*)

For Times, Distances, and Fares, see Yellow Sheet.

Route fully described the reverse way, p. 239, History of Canal, p. 246.

Mr. MacBrayne's service of Royal Mail steamers is admirably conducted, the boats themselves being roomy and furnished with every appliance calculated to conduce to the traveller's comfort. Good food is provided at moderate charges.

The starting-place of the steamer is at *Muirtown Locks*, $1\frac{1}{2}$ miles from Inverness. Omnibuses from the different hotels convey passengers to the morning through boat, and Mr. MacBrayne's conveyance from Queensgate P.O. to the others.

Immediately after starting we pass the trimly kept terraces of the Tom-na-Hurich Cemetery on the left and the Asylum on the right. Then, going side-by-side with the river Ness, we enter in 5 miles *Loch Dochfour*, the northern arm of Loch Ness. On the right are Dochfour House and Burial ground—marked by an obelisk—and after entering **Loch Ness** at *Bona Ferry*, we have *Aldourie House*, an ivied baronial mansion, on the left. On the right the hills are of a ruddy hue, and, as we proceed, they gradually develop into mountains. At Aldourie, Mealfourvonie, shaped like a dishcover, comes into view. But there is nothing specially noteworthy until the **Temple Pier** (good Hotel at **Drumna-drochit**, 1 m. 100 yds. distant) is reached. Here *Glen Urquhart* slopes down to a pleasant bay on the right hand, and the extensive but fragmentary ruin of *Urquhart Castle* acquires from its position on a promontory a strikingly picturesque appearance. A few miles further, after passing the narrow and beautiful defile of *Inverfarigaig*, with the lion-shaped *Black Rock* at its entrance, we reach *Foyers*, where within a mile are the **Falls of Foyers**, at one time unquestionably one of the finest, if not the finest, scene of their kind in the kingdom.

The *quondam Falls*, "lower" and "upper," are described on p. 251. The whole scene about here has been much spoilt by the aluminium works established six years ago.

The **Foyers Hotel** (good, and charmingly placed), is 5 minutes' walk by steep path from the pier, in the opposite direction to the splendid gorge in which were the Falls, from the Lower of which it is a short mile distant by road and path; from the *Upper* a long mile by road. This road affords charming

drives—south-east to *White Bridge Inn*, $4\frac{1}{2}$ m.; and *Loch Killin*, 9 m.; north, above and alongside the loch to *Inverfarigaig*, 2 m., and **Inverness**, 18 m.

Opposite Foyers is *Mealfourvonie*, pronounced *Melfoorvony* (2,284 feet), the highest point in the mountain-girdle of Loch Ness. The peaks far away in front are the Invergarry heights, Ben Tue, etc. Six miles from Foyers, on the opposite side, we touch at *Invermoriston (Hotel)*. Hence a road (p. 251) threads *Glen Moriston*, a beautifully wooded valley, to Glen Shiel and the west coast. Five miles further the end of Loch Ness is reached at **Fort Augustus** [*Fort Augustus* (first-class), *Chisholm Temp.*]. The fort has been metamorphosed into a *Roman Catholic College* (no admission), in which character it presents an imposing appearance. A church has been added at a cost of about £80,000. Here there is a chain of locks requiring a full hour to get through. The passenger who is so inclined has ample time to walk as far as the *Kyltra Loch*, $2\frac{1}{2}$ miles further. Fine view of Ben Tee, Garry Forest, etc.

For *Fort Augustus to Laggan* (24 m.), see p. 128. New railway to Spean Bridge, p. 333.

From **Fort Augustus** a beautiful road skirts the north-west shore of the loch throughout. Distances:—Fort Augustus to **Invermoriston** (*hotel*, see p. 250), $6\frac{1}{2}$ m.; **Drumnadrochit** (*hotel*), 19; **Inverness**, 34. Good cycling except for a few miles approaching Drumnadrochit. The wooded cliffs above the Alltigh Burn ($9\frac{1}{2}$ m.) remind one of those of the Windcliff near Chepstow and Kinnoull Hill at Perth (p. 78).

The summit-level of the canal (105 feet) is reached at *Loch Oich*, a little short of which is the *Cullochy Loch (Aberchalder)*. The scenery round this loch is the most beautiful during the journey. About half way up it, on the right hand, are the *Village and Castle of Invergarry* (p. 247, good hotel) at the mouth of a wooded glen, through which another and beautiful route passes to the west coast, joining the Glen Moriston one at Clunie.

From the S. end of Loch Oich to the *Laggan* lock at the entrance to *Loch Lochy* the distance is $1\frac{1}{2}$ miles, a great part traversing a beautiful and constantly improving larch avenue, and thence to the south end of Loch Lochy, where is *Gairlochy* lock, 10 miles. As we proceed along this loch, *Ben Nevis* comes in view in the left front, presenting its precipitous and most impressive side. A narrow valley on the right, just before the end of the loch is reached, leads to *Loch Arkaig*. **Banavie** (*Lochiel Arms*, first-class), is 7 miles from Gairlochy lock, and hence the through passengers proceed by train to Fort William Station which adjoins the pier (see p. 193), and for the new line Fort William and Banavie to Mallaig (p. 328). *Inverlochy Castle*, an ancient stronghold, is seen over the level ground on the left.

From **Fort William** (p. 243), the course of *Loch Linnhe*, which we now enter, is so straight that even from here the projecting hill on the island of Mull that marks its end opposite Oban (Ben Creach 35 miles away) is visible.

The district of Ardgorr is now passed on the right. It presents two openings in the line of mountains that sink to the shore, the

second and principal one being Inverscaddle, in which is Conaglen House (Lord Morton). The mountains assume large proportions as we reach *Ardgour* itself (*Inn*), and then passing through the *Corran "Narrows,"* the steamer turns up *Loch Leven* by *Onich* to **Ballachulish** pier (*Toll, 3d., first-class Hotel, 1 m. beyond pier. Temp. House, across narrows on Onich side*), affording a fine view up the lower reach of Glencoe with its crowning height, Bidean-nam-Bian, conspicuous. The Pap of Glencoe identifies itself.

For Ballachulish and the routes thence see p. 240.

Between Ballachulish and Oban the scenery is very grand. The wide expanse of Loch Linnhe is flanked by a massive but somewhat straight range of mountains forming part of the Morven district. Just opposite Loch Leven their shape and disposition is particularly fine.

Continuing southward, Ardsheal House is noticeable on a wooded tongue that projects into the loch; then the hills Glencoe-wards reappear; we pass the island of *Shuna*, with a Castle at its southern end, and then a rocky islet crowned by the remains of *Stalker Castle*, once a hunting resort of James IV. South of this we call at **Appin pier** (*good temp. inn*), beyond which, at the point of the promontory, is a natural archway; then comes the half-hidden entrance to the lovely Loch Creran on the left, and on the right the long island of Lismore. Over the entrance to the next arm—Loch Etive—a splendid view of the twin-peaked *Ben Cruachan* is obtained with *Dunstaffnage Castle* on the south shore of the loch. Then, passing the ivied ruin of *Dunollie Castle*, we enter *Oban Bay* and in a few minutes disembark at **Oban** itself (*p. 219*).

A railway is being constructed from Ballachulish along the shore to Connel Ferry (*p. 71*).

Inverness and Beaully to Balmacara, &c. Map *p. 165*.

* * * Do not attempt any of these routes without a copy of Bartholomew's half-inch coloured contour map (sheet 20, 2s.).

Inverness to Beaully (rail), 10 m.; Struy (road), 20; Invercannich Hotel (Temp.), 27½.

Invercannich to Fasnakyle Bridge, 2½ m.; Loch Affric (end of carriage-road), 12½; Aultbeath, 21; Croe Bridge (head of Loch Duich), 31;—Shiel Inn (Glen Shiel), 34;—Dornie (public-house), 38; Balmacara Hotel, 43.

Temple Pier (Loch Ness), to Invercannich, 15 m.

Mail-cart from Beaully to Invercannich every week-day abt. noon, returning in the early morning in connection with mail both ways. Fare, 4s.

Special Note.—There is a carriage-road as far as Loch Affric Lodge; thence a good bridle-path to Aultbeath, continued by a path (public) to Croe Bridge either up Glen Grivie and over the Pass of Beallach, or by Glen Leich (Lichd). Also a path (7 m.) from Aultbeath to Cluny on the Glen Shiel road. All the glens described beyond Struy are deer-forest, and territorial claims are

firmly asserted. Indeed, with such long distances to face and so little accommodation, there is no great temptation to stray from the regular tracks. The hotel at Invercannich (a good one) remains open as a Temperance House, and tourists coming this way can easily take their "cellar" with them from Beaully. There is also an inn with a beer licence and accommodation for the night at Struy. The distance between the nearest fully licensed houses (at Beaully and Glen Shiel) is now over 50 miles. The delightful inn at Struy was also closed many years ago.

There is a **Circular Route** by coach running about twice a week to the Falls of Kilmorack, Druin, Beaully, etc. Fares, 6s. and 7s. 6d. (*See "Scotland II."*)

This is as fine a pedestrian route as any in Scotland. Strath Glass is more or less beautiful throughout, and Glen Affric holds the first position amongst the glens of Great Britain as distinctly as Borrowdale stands at the head of her large, and the Derbyshire and Staffordshire Dovedale of her small valleys. Glen Cannich and Glen Strathfarrar, offshoots of Strath Glass, also rank high among scenes of like character, but as the routes through them are even more laborious than that through Glen Affric, there is no gain and some loss in giving them the preference over the main route herein described. The leading features of both, however, will be given in their proper places. The scenery along Loch Duich, also, at the far end of the Glen Affric route is of the highest order.

Those who wish merely to see the beauty of the Cannich and Affric glens, without crossing to the west coast, may obtain their desire by stopping at the Invercannich (*Glenaffric*) Hotel, and proceeding thence some distance—from half-a-dozen to a dozen miles—up them. A circular tour may be made to include them by using the Caledonian Canal Steamer between Inverness and Drumna-drochit (Temple pier), and driving or walking the distance (14 miles) between that place and the Glen Affric Hotel at Invercannich.

For the **Route** from Inverness to Beaully, see p. 165.

At **Beaully** (*Lovat Arms*, $\frac{1}{2}$ m. from Station; Priory (B. & A., 3s.), close to station; P.O. chief del. abt. 7 and 10.45 a.m.; desp. 9 a.m., and 2 and 4.15 p.m.), the only object of interest is the old Priory, dating from 1230. It is at the end of the street, $\frac{3}{4}$ m. from the station. From the town our road crosses the line at the station, and $\frac{3}{4}$ m. further turns sharp to the right, close to Lovat Bridge.

The **Falls** or rather **Rapids of Kilmorack** are on the left hand, $2\frac{1}{2}$ m. from Beaully. The river—the Glass—is crossed by a wooden bridge below them, but for the best view enter a gate just beyond the Kilmorack graveyard, and, after crossing a field, you will at once reach a spot from which the river is seen to great advantage. Issuing from a narrow and deep gorge, the waters rush down their widening channel with great impetuosity. The river-defile above the falls is one of the finest in Scotland. There is usually a large volume of water, and the rocks on either side are as bold as their varied drapery of foliage is picturesque. Following a path upwards along the stream, we shall come out into the road close to a small cottage bright with flowers.

We have read somewhere that on the Teivy in Cardiganshire a metal pot was slung up above a salmon-leap, into which the unsuspecting fish as often as not leapt. The Kilmorack folk "cap" this tale. In days gone by, when the Glass was too far removed from the haunts of men to be worth preserving, they not only slung their pot over the fall, but also kept a fire lighted underneath it, thus catching and cooking their fish at the same time.

Beyond Kilmorack the road turns southward, still keeping well above the river, which now follows a broken, tortuous course round some craggy, wood-crowned islets. The whole scene is rocky and sylvan to a degree. This part of the stream goes by the name of the *Druim* (pronounced *Dreem*), and commences at a larger islet than the rest, called *Eilean Aigas*, beyond which we descend to a more open part of the valley, and passing through the woods of *Erchless* soon reach the Bridge of **Struy**.

Struy to Strathcarron, by Glenstrathfarrar. *Loch Monar, east end (road), 15 m.; Shepherd's Hut, west end (footpath), 21; Strathcarron Hotel, 38.*

The only accommodation to be had on this route is at the Shepherd's Hut at the west end of Loch Monar. All the beauty of Glenstrathfarrar lies in its lower part, and can easily be comprehended in a few hours' expedition from Struy. It is very fairly wooded, the birch as usual in this part of Scotland predominating. The mountains send down varied and steep slopes into it, the most striking outline being perhaps *Scur-na-Lapich*, on the south side of **Loch Monar**. At the far end of that lake, on the opposite side of the stream to the track, there is a *Shepherd's Hut*, beyond which there is no house whatever until Glencarron is reached. The first public-house is the *Strathcarron Hotel*, at the head of Loch Carron. There are shooting-lodges at each end of Loch Monar. One "col," (1,185 ft. 28 m.), is beyond Loch Calvie, another (1,250 ft.), 3 miles short of the hotel. The easiest way is down to *Attadale Station* (p. 169), but there is no inn there. The writer has not travelled this route.

Between Struy and Invercannich the scenery is of a more peacefully pastoral character than along the lower reaches of the river. Here the road is bordered by level fields and hedgerows, from which rise hills of moderate elevation. The *Glen Affric Hotel, Invercannich*, is situated close to the narrow outlet of Glen Cannich, near the convergence of the road from Drumnadrochit on the Caledonian Canal (15 m. distant).

There is a very charming **circular walk** of about 25 miles from Glen Affric Hotel by road to Affric Lodge (13 m.) as described below, thence over the bridge at the east end of Loch Affric by a rough path, apparently part of an old drove-road, which in 4 or 5 miles joins an excellent pony-track at a deer-fence not far from *Congie*, a single house, 3 miles beyond which are the *Plodda Falls*. In another 1½ miles we reach *Guisachan House* (Lord Tweedmouth), from which the distance back to Glen Affric Hotel is 6 miles by road, passing through the pretty little village of *Tomich* and over Fasnakyle Bridge.

Invercannich to Balmacara, by Loch Lungard and Glen Elchaig.

Invercannich to Loch Lungard (Shepherd's Cottage), 18 m.; Killilan (Loch Long), 32; Balmacara Hotel, 43. A bed can possibly be had at Loch Lungard; refreshments should be taken from Invercannich.

This is another of the beautiful cross-routes of Inverness-shire. *Glen Cannich* ranks next to *Glen Affric* in characteristic combination of mountain, stream, and native wood. The word "Cannich" has reference to the cotton-grass which grows on the rough green pastures of the glen. The waters at Invercannich itself run through a narrow defile, neither long nor deep, but so placed that the rising ground on either side of them shuts out the glen from Strath Glass. A short climb, however, brings us in full sight of its lowest part, a wilderness of rock, birch, heath, and pasture, threaded by a turbulent stream, and hemmed in by mountains which grow higher and higher as far as the eye can trace their peaks in front. A few miles' walk up the glen will enable the traveller to appreciate its style, but if he has time, he should proceed 9 or 10 till he gets a good view of **Loch Mullardoch**, a narrow sheet of water nearly 5 miles long. The carriage-road passes along its northern shore, and ends at *Luib-na-*

damp, at its western extremity. There are 3 Shooting Lodges on the way, *Cruskie*, *Cosack*, and *Luib-na-damp*. Two miles beyond Loch Mullardoch is **Loch Lungard**, $1\frac{1}{2}$ miles long, at the far end of which the *Shepherd's Cottage* is reached. There is a fair path after leaving the carriage-road. The track now follows the north side of the stream at some distance from it, and in 3 miles crosses the col (1,100 ft.), whence it rapidly descends into *Glen Elchaig*, keeping the stream close at hand on the left all the way to *Killilan*, and thence coasting along the north side of *Loch Long* to *Dornie Ferry* (*pub. ho.*) and the road to *Balmacara*, which it reaches $4\frac{1}{2}$ miles short of the *hotel*.

The entrance to the **Chisholms Pass**, as the most beautiful part of **Glen Affric** is called, is upwards of 2 miles beyond Invercannich. Here the road leaves Strath Glass, and climbs to the right, displaying more effectively at every step the grandeur of the glen. As we begin to look over the trees instead of through them, we catch glimpses of a rapid stream far below, rushing over a rocky bed and fringed to the water's edge by trees of every description. The woods at first rise to the summits of the hills on both sides, but are afterwards over-topped by the long mountain-ridges which ascend through them from the level of Strath Glass to the culminating peaks of Mam Soul and Scour Ouran, and a host of other summits, whose names are full of meaning to the Celtic ear, but would hardly by any amount of spelling reform be made anything but "gibberish" to the vulgar Saxon. The Ordnance surveyors have shown but small mercy to the latter.

The best view-point for Glen Affric is 4 miles from Invercannich, where the road comes close to the water near the **Dog Fall**. The river-bits from all about this point are exquisite in richness of colour and variety of rock contour. In places the stream seems scarcely to stir as it passes over some deep black pool over-arched by threatening crag and drooping foliage. Then it emerges into a bright, sunlit scene, edged by narrow belts of emerald verdure and luxuriant tufts of fern, amongst which the beautiful polypody species is specially notable—a very paradise on a fine summer day. Those whose time will not permit them to explore the glen further, should at any rate ascend it to this point. They should also explore the stream lower down. A road leads down to it.

Some miles short of **Loch Beneveian** (called by the Ordnance *Beinn-a-Mheadhoin*, the "middle lake") road and river arrive at the same level, still passing through groves of native wood, which does not cease altogether until we have travelled about half-way up Loch Affric, some 14 miles from Invercannich. On the shore of **Loch Affric** it has a somewhat more formal appearance, consisting more entirely of Scotch fir than lower down in the valley. Both *Beneveian* and *Affric* (*Abh-riabhach*, the "greyish water") are beautiful lochs, about 3 miles in length, the latter having perhaps the more distinct character of the two. At the east end of it is *Affric Lodge*, a shooting-box belonging to Mrs. Chisholm. Here the carriage-road ends, but there is an excellent bridle-path along the north shore of the lake—at some distance from it—as far as

the cottages of **Aultbeath** ("burn of the cattle"), 8 miles beyond Affric Lodge. Here there is a keeper's cottage a little to the right of the path, and half-a-mile further the path crosses a burn along which, on the far side, our main route, up Glen Grivie, strikes to the right. We are here 900 feet above the sea. The Glen Grivie burn is the next one and the path soon crosses to it.

The route along the **south side of Ben Attow** by the river Croe (more distinct than our main route), continues for another furlong alongside the main stream; then, crossing another burn (at which a path strikes S. across a *col* 1,400 ft. high to **Glen Shiel**, 6 m.) it rises gradually for nearly 2 miles to a shepherd's hut called **Camban**, 1,100 ft. above the sea, and said to be the highest house in Ross-shire. Still ascending we reach in another short mile, the watershed (1,200 ft.) between the eastern and western seas, and after a sharp descent and a bit of level, drop several hundred feet very steeply into **Glen Lichd**. Hereabouts the scenery attains its wildest grandeur. Great care should be taken in descending to keep well to the right or north side; any other way is dangerous. A fine *waterfall* enhances the scene. At the foot of the steep part the path crosses to the S. side of the stream at a shepherd's hut, and thence continues to **Morvich** (10 m. from Aultbeath), where it joins the Glen Grivie route.

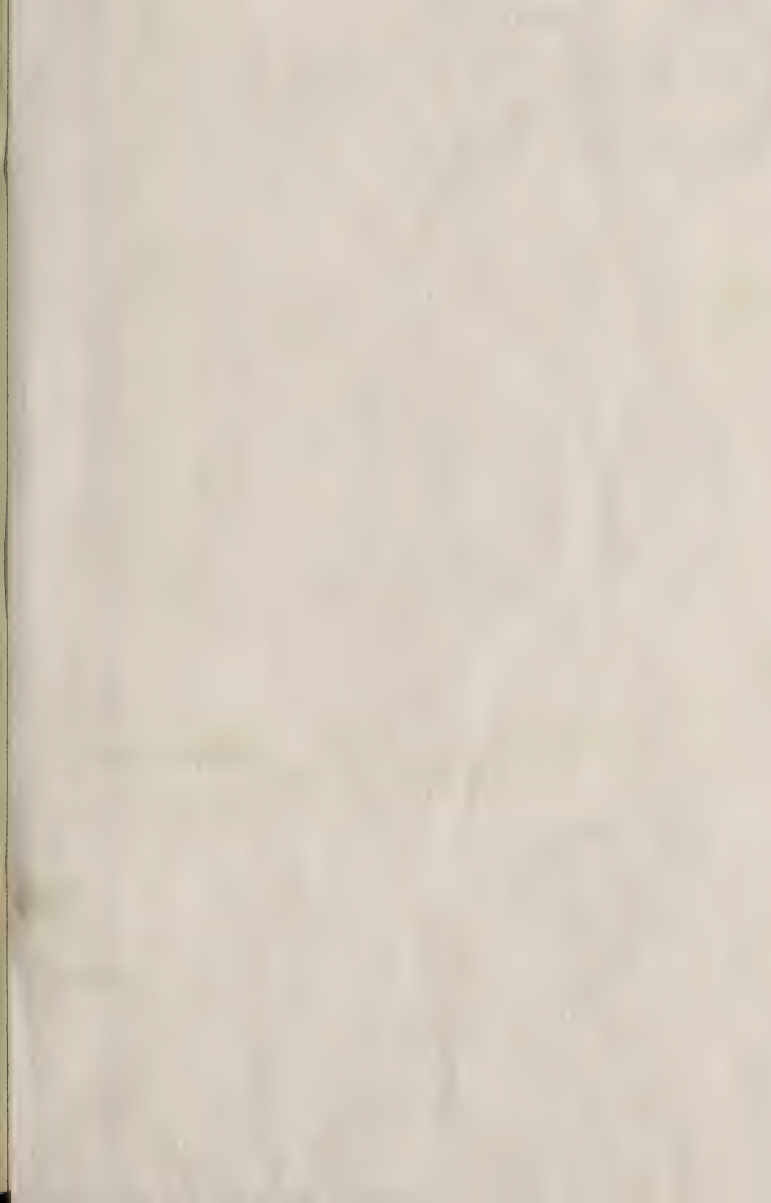
Glen Grivie ascends between bare mountains, that on the left being Ben Attow, for nearly 4 miles to Loch Beallach.

The **Falls of Glomach**. From Loch Beallach a level, desolate valley strikes to the right, and along it a rough track diverges a little short of the loch. Follow this track, and when it ceases, pick your way along the river-side. (The ground has luckily been to some extent drained.) About 1 to 1½ hour's walk will bring you to the top of the celebrated *Falls of Glomach*, the highest and wildest in Scotland. Except after heavy rain they are apt to disappoint the visitor, the depth of the fall being hardly sufficient compensation for the lack of picturesque surroundings. Glomach, in fact, can only be seen to advantage when it can hardly be got at. There is but little accessory beauty of fern or other foliage, though the tourist who is weary of his life will find a small mountain-ash overhanging the abyss, on which he may strive to carve his initials higher up than any previous tempter of fate.

From Glomach the tourist may make a rapid and difficult descent into *Glen Elchaig*, and thence pursue a track along the north side of the river Elchaig to *Loch Long* and Balmacara (5 or 6 hours' walk from Glomach), but the way is so long and, to begin with, so wearisome, that we do not recommend it. Better to take a fair but rough track, which, climbing for a little bit from the top of the falls in a south-westerly direction, reaches in about 1½ miles the top of a glen which descends to Loch Duich. For about a mile this track keeps well above and to the right of the stream, which it afterwards crosses twice, and then hits the high-road from Shiel Inn to Balmacara within a quarter-of-a-mile of *Croe Bridge*.

After leaving **Loch Beallach**, our track ascends about 400 feet in one mile to the top of the **Pass** of the same name (*Beallach* itself signifies a "pass"), whence it makes a very rapid descent of about 1,400 feet in 2 miles to the small alluvial strath at the head of Loch Duich, joining the high-road from Shiel Inn to Balmacara at Morvich, within a short distance of *Croe Bridge*, and 4 miles from the top of the pass.

From the junction with the road the traveller may either proceed along the head of Loch Duich to **Shiel Inn** (p. 249), a distance of 2½ miles, or he may follow the north shore of Loch





Duich to *Dornie* (7 miles) and **Balmacara** (12 miles). This part of the excursion is described in connection with *Balmacara* (p. 249).

There is a road-side inn at *Dornie*, and a good hotel at *Balmacara*.

Inverness to Kyle of Lochalsh, Portree, and Stornoway, by the Dingwall and Skye Railway, also to Loch Maree and Gairloch.

Mail Route (daily) to **Skye** and **Stornoway**. Train leaves Inverness abt. 9.45 a.m.

Inverness to Dingwall, 18½ m.; *Garve*, 31; *Auchnasheen*, 47; *Strome Ferry*, 72; *Kyle of Lochalsh*, 82; *Broadford (steamer)*, 90; *Portree*, 110; *Stornoway*, 170.

—*Auchnasheen to Kinlochewe Hotel*, 10 m.; *Loch Maree Hotel*, 19; *Gairloch Hotel*, 29.

Refr.-rms. at Inverness, Dingwall, Auchnasheen, and Kyle of Lochalsh.

The Skye Railway was opened in 1870, as far as Strome Ferry and extended to its present terminus in 1898. It is interesting throughout. The best part of the first half of the route is from Achterneed (Strathpeffer) to Loch Luichart. Then the descent from Auchnasheen to Kyle of Lochalsh is very fine, the last part, where it skirts the shores of Loch Carron, grand, while the sail from Lochalsh to Portree is, in bright weather, magnificent.

The Route. Quitting Inverness the railway crosses the *River Ness* and the northern outlet of the *Caledonian Canal*, after which it skirts the southern shore of the *Beauly Loch*, a pretty salt-water lake surrounded by verdant gently sloping hills. Sweeping round the head of this loch, we cross the *River Glass*, which, during the last few miles of its course, threads a fertile, well-wooded district, from the limits of which the mountainous region of Inverness-shire and Ross-shire begins. The town of **Beauly** (10 m.) lies to the right of the station, from which the line pursues a direction due north, crossing after a few miles the outlet of another important Highland river, the *Conon*, whose brimming waters bear witness to the abundant rainfall of the district whence they flow. *Cromarty Firth* now appears on the right—long, narrow, and without any special feature of interest, except that the look of *Invergordon* near the lower end is picturesque. The eccentric county of Cromarty possesses only a very small portion of its shores, though the county-town is upon them. Immediately after passing the head of the firth we reach **Dingwall** (*Royal* (B. & A., 2s. 9d.—with restaurant), close to station; *National*), the capital of Ross-shire. It consists mainly of one long street, extending westwards from the station, and contains a few modern

buildings of some pretension, but is devoid of special attraction for the tourist.

Dingwall to Strathpeffer (4 m.). A branch line strikes out of our present route 2 miles beyond Dingwall and reaches, the same distance further, *Strathpeffer* (Hotels:—*Spa, Strathpeffer, Ben Wyvis, White's Private, McGregor's Private*), noted for its pleasant scenery and its waters, which rival those of Harrogate in flavour and efficacy. The town and its surroundings are fully described in the "Northern Highlands." ("Scotland, Part II."; 3s. 6d.)

At Dingwall the Skye railway bends sharply to the left and in 2 miles the Strathpeffer branch starts away on the left along the valley, while our route begins to climb at once and, passing high above the village (*Achterneed Station*), of which it affords an excellent view, winds through deep cuttings and rocky hill-sides to **Garve** (good *Hotel*, c.t.; B. & A. 3s. 9d.), a small village at which the mail-road to Ullapool diverges. *Loch Garve*, which the railway skirts before reaching Garve Station, presents some very pretty wooded landscapes on the right, amongst which is the mansion of Strathgarve.

For **Garve to Ullapool**, see "*Part II.*"

Beyond Garve the line crosses a bleak moorland for a few miles, and then drops into the *Conon* basin on the shores of **Loch Luichart**. The curve and central rock of this lake recall Loch Lubnaig, near Callander, but the encircling hills are neither so high nor so bold as those of the Perthshire loch. The sides are beautifully fringed with birch, and at the head of the lake glimpses are caught of a handsome Italian villa called *Kinloch Luichart Lodge*. The view down the water from about here is very pleasing.

After leaving Loch Luichart we cross, by an elegant girder bridge, the tumultuous stream which flows from Loch Fannich, and then by a circuitous route coast along and cross the middle of *Loch Culen*, which describes the figure 8. Beyond it we enter *Strath Bran* (the "valley of the drizzle"—a by no means inapt name). It is a long and almost level stretch of scant pasturage flanked by desolate-looking mountains. The southern peaks are those of *Scuir Vuillin*, and on the north *Ben Eigen* rises between us and Loch Fannich.

In crossing from the east to the west side of the mountains of Inverness, Ross, and Sutherland, no matter from what point between Fort William and the Dornoch Firth, there is always a bleak and desolate stretch of moorland to be got over, and, speaking generally, the further north we go the more extensive it becomes. The *cols* by which the various routes—rail, road, or foot-track—pass between the mountain-ranges are not on an average more than 1,000 feet above sea-level, but even this elevation combined with the natural sterility of the ground, is enough to prevent any serious efforts at cultivation. These *cols* are nearer to the western than the eastern coast. Consequently the descent on the former side is considerably more abrupt than on the latter. The streams flowing westward are little more than mountain-

torrents. Those flowing eastward, however, after gathering the contributions of a score or so of upland valleys, develop into ample rivers which water verdant and fertile valleys before they are lost in the "main of waters." Such streams are the Glass and the Conon.

Strath Bran extends from *Achanault* station (37 m.; quiet hotel, fishing, etc.) for some 10 or 12 miles to and beyond **Achnasheen** where there is a good hotel, and passengers for Loch Maree and Gairloch change into the coach.

Achnasheen to Kinlochewe Hotel, 10 m.; **Loch Maree Hotel**, 19; **Gairloch Hotel**, 29.

Coach daily in connection with morning train abt. noon (see Yellow Sheet); also mail-car.

Described in detail in Part II. "Northern Highlands": 3s. 6d.

This is the most effective route for approaching Loch Maree, though the first few miles of it, as far as the water-shed beyond *Loch Rosque*, are very dreary. Near the east end of this loch are the shooting-lodges of Loch Rosque and *Ledgowan*, and beyond the west end ($5\frac{1}{2}$ m.) a grotesque hill, shaped like a recumbent face, *Cairn-a-Crubie*, is seen on the left. When the watershed is reached, the interest of the journey begins, and all the way to Gairloch it never flags. Looking down *Glen Docherty* we get our first view of Loch Maree, lying deep-set and narrow between the craggy steeps of Ben Slioch on the right and the white-topped mountains which cluster between the lake itself and Loch Torridon on the left. The chief of the latter is Ben Eay. All down the glen we keep the lake in view, but its shores are only reached two miles before the comfortable hotel at **Kinlochewe**.

A steamer sails down the loch in connection with the coach (*see Yellow Sheet*).

* * **Kinlochewe to Loch Torridon**, 12 m. *Mail-cart every day on arrival of coach from Auchnasheen. Fare, 3s.* There is a small coffee-house with little or no accommodation for visitors at Torridon, whence boats may be hired to Shieldaig, in the Applecross district (8 m. from Torridon, p. 169).

This interesting route passes under the steep eastern scarp of *Ben Eay*, which from the exposed quartz formation of its upper part has almost the appearance of a snow mountain. Beyond it, on the same side, rises its fellow in height, and almost in appearance, *Ben Lughach*. Both these mountains send down steep unmountable sides into *Glen Torridon*, near the entrance to which, on the left-hand side, is a strange muster of small grassy hillocks called *Coir-na-ceud-criach*, the "hollow of a hundred spoils" or (?) the "march" or "boundary."

Loch Torridon, which can only be seen by adopting this route either one way or the other between Kinlochewe and Shieldaig, has a high reputation for grandeur of scenery. It is a fine expansive arm of the sea, all but landlocked near Shieldaig, and surrounded by bare, red-looking mountains of bold rather than graceful outline. Otherwise it is rather disappointing.

* * **Kinlochewe to Achnashellach Station** (*Skye Railway*), 12 m., 4 hrs. Tourists who wish to travel from Loch Maree to the Loch Aish district in a day, may avoid the somewhat dreary Auchnasheen circuit by crossing the hills to Achnashellach. A good road has lately been made by Lord Wimborne, but it is not public for carriages. Permission may be obtained from *Cedlin Lodge* by writing beforehand. It strikes to the left out of the Torridon road, about 4 miles from Kinlochewe and, passing *Loch Clare* on the right, crosses the stream which connects that lake with *Loch Coulan*. From the side of Loch Clare the line which forms the base of the quartz formation on *Ben Lughach*, across the water, is singularly marked and regular. Some miles beyond Loch Coulan the col is reached (about 1,000 ft., splendid view), whence by a sharp descent, the road drops directly to *Achnashellach Station*. Nearest inn the *Strathcarron Hotel*, 5 m. (p. 168).

Loch Maree is a noble sheet of water, on which the steep and effective mountain-slopes descending in one place directly to its margin, and in another retiring behind an interspace of fir-clad hill or almost level pasture, confer an

aspect of stateliness unsurpassed, perhaps, by any other lake in Britain. The epithet "savage," however, which has been applied to it by an eminent describer of Scotch scenery, will scarcely be endorsed by a discriminating tourist.

For the first few miles the road skirts the water, traversing a wood of birch and fir. **Slioch** (13,27 ft.), rises grandly on the far side of the lake. On our own side the first opening is *Glen Grudie*, descending from Ben Eay, whose crest of bare white quartz gives it quite a snowy appearance. Beyond this the road retires some distance from the margin of the lake and crosses an expanse of low ground, which, when viewed close at hand, considerably detracts from the beauty of the scenery. A little short of the Loch Maree Hotel the water suddenly expands to twice its previous width, and the islands come into prominent view. The largest is *Eilean Subhainn* (pronounced "Suinn") and between it and the far side of the lake is *Isle Maree*, which is an ancient burial-ground. Close to *Isle Rory*, the most westerly of the group, are the scant remains of an old chapel.

The **Loch Maree Hotel**, is beautifully situated on the border of the lake and is the starting-place for the islands. *Charge for boats 3s. 6d. a day and lunch for each boatman.* Beyond the hotel, after crossing the *Garavaig Burn*, whence is a rough footpath to Poolewe (6 m., see "*Part II.*"), the road strikes across the low ridge which separates the fresh from the salt-water lake. During the slight ascent there is a splendid retrospective view. *Ben Airidh à Char* (Arry-khar) is now the prominent mountain on the other side of the lake.

The descent to Gairloch is very charming. On the left, 1½ miles beyond the top of the ridge, are the *Kerrie Falls*, broken and picturesque—in the valley of the same name. Then, passing through a narrow, sylvan dingle, we reach the head of **Gairloch** ("short lake") close to the entrance to *Flowerdale*. The lake is broad, and tame in its immediate surroundings. The hotel, finely placed nearly a mile further, on the north shore, is a large one. There is excellent bathing from a firm, sandy beach hard by. Further description "*Pt. II.*"

A few miles beyond Auchnasheen, the descent through *Glen Carron* to the west coast begins. The summit-level at this point is nearly 650 feet above the sea. From it the line proceeds along the south of the little *Loch Scaven*, and affords beautiful glimpses into the depths of the ravine through which flows the Carron burn. The new road from Kinlochewe is passed on the right at (59 m.) *Auchnashellach* (p. 167) where the mountain amphitheatre is bold and impressive. Close to this station, the handsome shooting-lodge of Lord Wimborne rises from a nest of fir, on the left. Just beyond this is *Loch Doule*, flanked by the steep slopes of *Craig-an-Eilean* (the "rock of the island"), and a few miles further we reach (64 m.) **Strathcarron Station**; *Station Hotel* hard by.

Strathcarron to Jeantown (Lochcarron) and Shildaig or Applecross. *Jeantown (Lochcarron Hotel), 3¼ m; Courthill, 9 m; Applecross, 25 m;—Shildaig 20 m.*

Mail-gig to Jeantown and Shildaig afternoons, returning Th., Th., Sat. mornings. Additional machines in connection with trains to and from Jeantown, which is the head postal centre, and is called "Lochcarron."

Carriage from Jeantown to Applecross (mail-car does not carry passengers), 20s.

. The five miles between Jeantown and Strome Ferry, along the old coach route on the north side of the loch are a charming alternative to the railway route, and there is a very pleasant little Inn (*Strome Inn*) at the Ferry (N. side).

The peninsula of **Applecross**, to which these routes introduce the tourist, is physically and socially almost entirely cut off from the outer world,—physically by a barrier of rugged mountains, and socially by the fact that the great line of communication is along the opposite shore of Loch Carron, the only ferry across which is at Strome—the railway terminus. Before the opening of the railway there was communication by the ferry and the north side of the loch only, and Jeantown saw many more strange faces than it sees now.

The name *Applecross*, occurring in the midst of a profoundly Gaelic region is remarkable. Respecting the theory that it arose from a tradition about apples

growing with crosses on them in a monastery orchard, we surmise that the name was father of the tradition, while Mr. Robertson's *Abhir-Croisan* "the confluence of trouble," has nothing in history to support it. There is a small Temperance Inn in the village.

By far the finest thing in the peninsula is *Beallach-nam-bo* (the "pass of the cattle"), about 18 miles from Strathcarron on the road to Applecross village, and to this point, and no further, the tourist who wishes to economise time is advised to travel, unless he intend to reach Loch Maree by way of Loch Torridon, in which case he will go the whole distance to Shieldaig, diverging for 10 miles or so for the sake of the pass and *Corrie-var*, a little short of it. In returning, an agreeable variation may be made by walking from *Jeantown* to *Strome Ferry* (5 m. Inn), and there crossing *Loch Carron* to the hotel or railway station. The whole excursion from Strathcarron to Strome, including the pass, is one of about 35 miles.

From a point on the road near the hotel at Jeantown, the contour of the hills as you look eastwards, assumes a grotesque *facsimile* of Wellington's profile in every detail. Between Jeantown and Courthill is the *Kishorn Pass*, a debris-strewn defile, whence you descend to the head of Loch Kishorn, cross the bridge and follow the "corkscrew" road to the top of **Beallach-nam-bo**. As you approach the top, the view down, with the steep cliffs on the right, and the tiny stream winding across the dark heather to Loch Kishorn, is remarkably fine, while the panoramic display westward from the summit is magnificent. It extends over the island of Skye, whereon the Coolins and the Storr Rock are prominent, to the long serrated line of the Harris Mountains. Close under the eye is the comparatively flat country which forms the sea-board of the Applecross and Gairloch districts. The finely-shaped mountain near at hand on the right is *Ben Vane*.

A short cut from the end of the village into the Applecross road is very remunerative. Then pursue the road till you get a good view down the glen.

The roads onwards from the top of the pass to *Applecross* itself, and from the head of Loch Kishorn to *Shieldaig* call for no comment. From *Shieldaig* (Inn), a boat may be hired to the head of Loch Torridon (8 m.), whence a road leads through Glen Torridon to Kinlochewe (13 m., see p. 162); or there is a good path by the S. shore of the loch, passing *Ben Damph Lodge*, to the same place. *Dist.*, 8—9 m. There is also a path S.W. to **Applecross**, 11 m. Take a boat direct across the loch or to *Inverbane*, $1\frac{1}{2}$ m. lower down.

To **Gairloch** by coast is 24—26 m. :—Boat to Port Lair, 2 m.; path to Red Point (very bad going), 12; Gairloch (road), 24.

Between Strathcarron and Strome Ferry the railway follows the windings of the southern margin of *Loch Carron*, passing ($66\frac{1}{2}$ m.), **Attadale Station**, at the mouth of a verdant strath (Wellington's nose—recumbent—is seen beyond the head of the loch), and cutting its way through rocks which after rain send down a multitude of cascades almost on to the line.

Loch Carron, though it has never obtained special repute among the inlets of the west coast, is one of the most beautiful of them. Its scenery is of a softer type than that of the majority, and in grandeur it ranks below Loch Hourn, Loch Nevis, and Loch Daich, but in graceful simplicity it is second to none. The best view of it is, perhaps, obtained from **Strome** itself, where the hotel is charmingly situated, commanding a view of the whole upper reach of the lake. The ferry has practically no connection with the railway, but in former days the only carriage-route was along the north side of the water, *viâ* Jeantown. On the opposite side of the ferry are a good little inn and the picturesque ruins of Strome Castle, whence it is a delightful drive to Jeantown (Lochcarron, 5 m.).

Strome Ferry to Balmacara Hotel.—Loch Alsh. (a) 8 m. *Mail-cart* (2s. 6d.) every aft. on arr. of train. The road after a few miles climbs to a considerable height, and then works round a kind of terrace, at the end of which there is a glorious prospect across the basin of Loch Long and Loch Duich to the sharply peaked mountains of Kintail, of which the highest is Scour Ouran. The view is improved by climbing a slight eminence on the left. Then the road descends to Loch Alsh and Balmacara (p. 259.)

(b) The finest way to Balmacara is, however, by **Duncraig**, and thence southwards across the hill. There is a road all the way, fully described the reverse way on page 260. Taken in this direction the mail-road is followed for $1\frac{1}{2}$ miles. Then, beyond a bridge over a burn, you turn to the right (corner may be cut off by making for a farm from a point where the road becomes straight a little short of the bridge, and crossing the burn by a foot-bridge. Then, beyond **Duncraig** (4 m.), you turn up to the left, avoiding Plockton, and skirt a small lake (*Loch Lundie*), descending from it to **Duirinish** (7 m.) whence a long and obvious ascent takes you into the Kyle Akin road near its highest point, $1\frac{3}{4}$ m. short of Balmacara Hotel ($5\frac{1}{4}$ from Kyle Akin), p. 259.

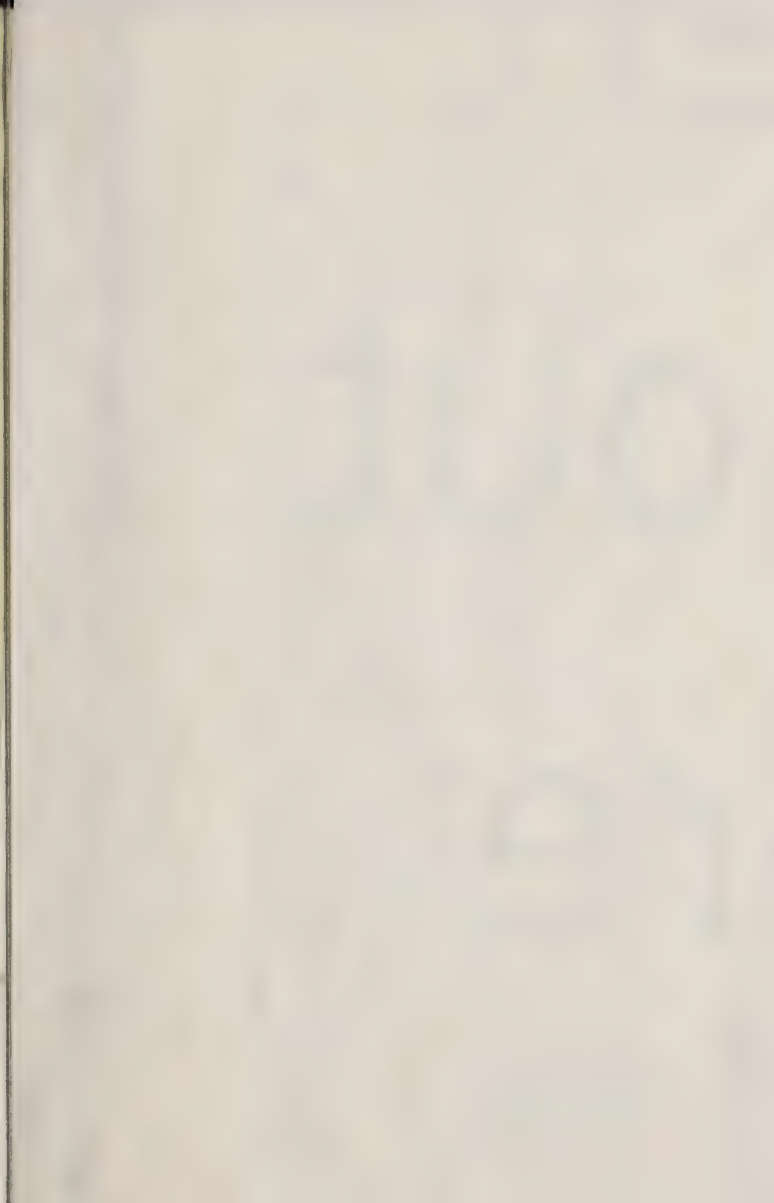
From Strome we first skirt the “narrowes” of Loch Carron, through which the tide runs with great force (bathers be careful), and then follow a winding course by a succession of cuttings and embankments, passing just under **Duncraig Castle**, the mansion of Sir K. J. Matheson, and obtaining from about **Plockton** (77 m.) magnificent views across the mouth of Loch Carrons to the Applecross mountains and Skye. At **Kyle of Lochalsh** the station and pier are on the same ground. The “Highland Railway Co.’s Hotel” (moderate charges) is 3 minutes’ walk, over the bridge.

For description of the village—quite a new creation—see p. 263. From it a ferry ($\frac{1}{2}$ d.) crosses to **Kyle Akin**, at which village the Portree steamer also calls.

Blaven and the pinnacle of Scur-na-Gillea on its right, rise straight ahead; on the left we look down to the narrow strait of Kyle Akin, with its reefs and lighthouse. Raasay, with its flat-topped little hill, rises a little to the right, and over it, we descry the rock and “Old Man” of Storr. Receding from us, on the same side, are the mountains of Applecross. Such are the principal objects which, continually shifting their relative positions, enchain our eyes almost all the way to Portree. As we approach **Broadford, pier** (p. 262), the red lumpy hills behind it hide for a while the more graceful outlines of the Coolins; but beyond it, as the boat rounds *Scalpa*, they again appear, closer and with their bold rocky features more distinctly displayed. The group of pyramidal heights far away to the south-east are the mountains of Kintail at the far end of Loch Duich, Scour Ouran amongst them. The sea about here is often smooth as ice and steel-grey in colour, though on the west side of *Scalpa* the redness, which characterises the strange-looking heaped up mountains, spreads itself at times over the water. *Loch Sligachan*, overlooked by Glamaig on the south, opens up as we enter the *Sound of Raasay*. *Raasay House* occupies a lovely greensward that contrasts finely with the rough, sombre-looking hills behind it. A few miles further we bend sharp round to the left and pass between steep cliffs to the pier of **Portree** (p. 270).

For Portree to **Stornoway**, see p. 277; to **Gairloch**, p. 276.





CENTRAL GLASGOW

SHOWING STATIONS AND HOTELS



REFERENCE TO HOTELS

- | | |
|------------------------------|-----|
| 1. Central Station .. | D 4 |
| 2. St Enoch .. | E 4 |
| 3. North British Station .. | E 4 |
| 4. Royal .. | E 4 |
| 5. Buchanan Street Sta. .. | E 4 |
| 6. Victoria .. | C 4 |
| 7. Old Waverley .. | C 4 |
| 8. Philp's Cockburn .. | C 4 |
| 9. Alexander .. | C 4 |
| 10. Bath .. | C 4 |
| 11. New Waverley .. | B 3 |
| 12. Albany .. | B 3 |
| 13. Grand .. | B 1 |
| 14. Windsor .. | B 1 |
| 15. Blythswood .. | E 4 |
| 16. Stee's .. | E 4 |
| 17. Cobden .. | E 4 |
| 18. George .. | E 4 |
| 19. Bridge Street Station .. | F 4 |

Restaurants marked thus
 Tramways thus

Glasgow.

Railways and Stations: In addition to the main lines with termini as shown on the plan opposite: *Caledonian* (D 4, for the S.; B 5 for the N.); *Glasgow and South Western* (E 5), and *North British* (C 6), Glasgow is traversed by three underground railways: the *Caledonian* running E. and W. from the Central Low-level Station; the *North British* E. and W. from Queen-st. Low-level and the *District Subway*, which takes a circular course from and to St. Enoch Square, in front of St. Enoch Station, passing Kelvin Bridge (convenient for Gt. Western Road and Kelvin Grove Park).

Hotels: *St. Enoch* (Glasgow and South Western Station, St. Enoch Square), Bed and Att. from 4s.: Bkft. (t. d'h.), 3s.; Dinner, 5s.; *Central Station* (Caledonian Station, Gordon Street), same charges; *North British Station*, adjoining Queen St. Station of the N. B. Ry., Bed and Att. from 4s.: Bkft., 3s.; Dinner, 4s. 6d. The above are first-class general hotels.

Windsor, St. Vincent Street; *Royal*, George Square; *Grand*, Sauchiehall Street; *Bath*, Bath Street. All first-class family.

Family and Commercial:—*Alexandra*, Bath Street; *Victoria*, George Street West; *Bridge Street Station*, south end of Glasgow Bridge; *Blythswood* (new), *Cobden*, Steel's, Argyle Street; etc. (see plan).

Temperance:—*Philp's Cockburn*, Bath Street; *Old Waverley*, Buchanan Street; *Cranston's Waverley*, Sauchiehall Street; etc.

Restaurants:—(1) General. At *Central*, *St. Enoch*, and *Buchanan Street Stations*.

In and about Buchanan, Sauchiehall, and St. Vincent Streets:—

(a) Buchanan Street, *Ferguson and Forrester's*, 36; *Queen's*, 70; *White's*, 7 Gordon Street.

(b) St. Vincent Street:—*Assafrey's*, 78 (tea, coffee, etc.); *Brown's*, 79.

(c) Sauchiehall Street:—*Assafrey's*, 171; *University*, 345.

(d) Queen Street:—*Stewart's*, 10; *Brown's*, 60.

(e) West George Street:—*Watson and Blane*, 91.

(f) Gordon Street, *Grosvenor* (soon (1903) to be re-opened after fire), opp. Caledonian Station.

(2) Special. *Cranston's* (tea, coffee, etc.), 2 and 46 Queen Street, 26 Buchanan Street, 43 Argyle Arcade, etc.; *Lang's*, 73 Queen Street (stand-up luncheons, great variety of sandwiches, etc.).

(3) Commercial. In great number, near the railway stations, St. George's Square, Argyle Street, etc.

Theatres, Music Halls, and Hippodrome:—see Plan. **Tramways** in all directions from intersection of Argyle Street, Union Street, and Jamaica Street.

Photographic and Fine Art Repository:—A. Duthie, 233 Sauchiehall Street.

P.O., George Square, open 6-10; *Sun.* 8-9 a.m. Chief del., 6.45 and 10.15 a.m., 7.30 p.m.; desp. 9.30 a.m., 6.15 and 10 p.m. **Tel. Off.** always open.

Pop. (1901), 760,000. Partick and Govan (both practically Glasgow), 132,000.

Glasgow ranks in size as the second city in the kingdom. It owes its prosperity in a great measure to the persistent energy of the national character, which has displayed itself in utilising to the utmost every facility offered by the site of the city for trade and enterprise. The Clyde, which a century ago was little more than three feet deep at high-water, has become one of the chief

ocean *termini* of the world. In it many of the finest vessels afloat have been launched. On land the flaming chimneys and unsightly refuse-heaps, however unsuitable to panegyric in a book like this, give further proof of the native industry. The surrounding country is a rich field of coal and iron ore.

Glasgow has been principally colonised and recruited by the Gaels of the Western Highlands, with which district it is still closely united by the bond of mutual dependence.* The wild hill-country stretching almost from the outskirts of the city to Cape Wrath and the farthest Hebrides pours into Glasgow its flocks and its herds and the abundant produce of its seas, receiving in return almost every artificial requirement of life. On certain days of the week the wharves adjoining the Broomielaw are crowded with merchandise destined for every village and hamlet in the Highlands and islands accessible by steamer. In a word, if Edinburgh supplies the country with the ornaments, Glasgow supplies it with the necessities of existence. To enter more particularly into the commercial aspect of Glasgow is foreign to our purpose.

From an architectural point of view Glasgow suffers a great deal in popular estimation from its proximity to Edinburgh—"so doth the greater light obscure the less." If it had no such uniquely beautiful neighbour to undergo comparison with, it would more often be spoken and thought of as what it really is—one of the best-built cities in the kingdom. For all that, the tourist whose stay in Scotland is limited will not require many hours to exhaust all that is peculiarly worth seeing in it. The newer part of the city, stretching west and north-west from the business centre, has its counterpart, as far as style is concerned, in other towns, though few, if any, can show such a fine array of large and handsome buildings; while the old part, lying east and north-east, has little picturesqueness of design to atone for its grime and unsavouriness, or to make one wish that the process of reconstruction, now going on, should be checked. The Cathedral, the Necropolis, the new University, and the Broomielaw with its flotilla of steamboats, are perhaps the chief objects of interest, and by traversing the streets lying between them, as indicated in the following description, the visitor will carry away with him an adequate impression of the characteristics of the commercial metropolis of Scotland. A very fine modern thoroughfare is the Great Western Road, reached by the handsome new Kelvin Bridge (*tram or District subway*).

The Route. Commencing, say, at the junction of *Argyle* and *Buchanan Streets*, follow the former to its eastern extremity at the "Cross." It is one of the busiest thoroughfares in the kingdom—straight, wide, and irregular in its architecture. The further end is called the *Trongate*. In it the old stunted steeple projecting over the pavement on the south side belongs to the **Tron Church**; for the explanation of the name see p. 25. A little beyond it is the *Cross*, whence diverge several streets whose names are the only interesting points about them—the *Gallowgate* and *Saltmarket* to wit. The latter runs south to the *Albert Bridge*, the handsomest structure of its kind in the city, and built in 1871. Close by is a *Statue of William III.* At the corner of *Trongate* and *High Street* stood the prison, "a large building of hewn stone, garnished with gratings of iron before the windows," wherein Rob Roy so jauntily made light of the Bailie's threats to put an end to his predatory career. All that remains is the crown-topped *Steeple*.

By the river-side, $\frac{1}{4}$ -mile beyond the *Trongate* (go by *London St.* and return by the *Saltmarket*), is **Glasgow Green**, a gathering-place for sport and recreation on weekdays, and for preachings of a most miscellaneous character on

* "In 1605 Glasgow contained only six 'Macs'; now they form a tenth part of the population."

Sunday. It is at its liveliest on Saturday afternoon. Towards the far end is the new Corporation Art Gallery and Winter Garden (free). The Green also contains a fine historic fountain, presented by Sir Henry Doulton, and a heavy Nelson Column.

High Street, which we enter here, has been to a great extent reconstructed of late years. In it we pass, on the right, the new *College Station* of the N.B. railway. Beyond it the street bends to the right a little and, passing a statue of Norman Macleod (d. 1872) on the right and one of Sir James Lumsden in front of the Royal Infirmary, noticing also the fine *New Barony Church*, we enter the precincts of the—

Cathedral.

Open 10 to 6; Adm. free, except Sun. and special services. Cab-fare from chief stations, 1s. Tram from end to end of George Street, $\frac{1}{4}$ mile away. Sunday Services, 11 and 2; also (July and Aug.) 6. No week-day services.

Total length (exterior), 320 ft.; width, 70; height, 90 (225 to top of spire).

This venerable building, dedicated to St. Mungo or Kentigern, dates, as it now stands, from the end of the 12th century, but was not completed till the 15th. Though inferior in general appearance to its modern episcopal rival in Edinburgh (its spire is as insignificant as that of St. Mary's is overpowering) it has details unrivalled in Scotland. **The Exterior**, symmetrical to the verge of monotony, shows one long line of roof, broken by a short tower and spire. The aisles proceed from end to end with equal regularity, though they too are broken by short transepts. They contain about a dozen bays, all exactly alike, and the clerestory windows above correspond in number and uniformity. The general style is Early English. The height of the building is increased to the eye by the aisles forming at the east end a first floor, the basement being the exterior of the crypt. **The Interior** has a very dim religious light in consequence of all the windows being of stained glass; none of it more than forty years old. The *west* and *east* ones—the latter presented by the Queen—are noteworthy, and that in the south transept has a delicate silvery tint. The fluted columns of the nave are light and picturesque. The *Choir* is cut off by a carved screen, on which are sculptures representing in grotesque fashion the seven deadly sins. A splendid organ has recently been placed here. Behind the choir is the *Lady Chapel* with the *Chapter House* leading out of it. The central shaft of the latter is a striking feature. Among the monuments is a modern one, on the right as you enter, to the heroes who perished at Tel-el-Kebir.

The gem of the Cathedral is the **Crypt**, entered by steps on either side of the screen, but this has been darkened to excess by the painted windows. The pillars, 65 in number, surmounted by delicately carved capitals and the most graceful of pointed arches, afford a succession of charming vistas. Going down the south side we come to the *Tomb of the Colquhouns* of Luss,

above which are two fine windows by Bertini, of Milan—" *Woman great is thy faith*," and the *Woman at the Well*. At the south-east corner is *St. Mungo's Well*, and at the south end the *shrine* of that saint with his mutilated effigy. Then, returning up the north side, we pass, perhaps, the two most expressive *windows* of all, representing St. Luke and St. John--the latter over the tomb of Edward Irving, the divine (*d.* 1834), from a portrait of whom the face of the Baptist is copied. All Bertini's windows have a blue background with gold stars.

Returning, we may notice opposite the entrance door the colours presented to the 93rd Highlanders by the Duke of Wellington.

The **Churchyard** is paved with gravestones. Issuing from it you turn to the left and, after crossing the *Molendinar Burn* (now covered in), may read an inscription on the far side consisting of one sentence of upwards of a hundred words without a single full stop, informing the public that it was erected by the merchants of Glasgow to ensure comfortable interment of the past generation, and as an inestimable boon to the "yet unborn" &c., &c. Altogether the inscription is not an inappropriate introduction to the **Necropolis**, at the foot of which it has a place.

Seen from a distance this extraordinary collection of tombstones and catacombs has a weird "nightmare" look, caused probably by its individual parts being such an exaggeration of the size to which the eye is accustomed;—" *Nota major imago*" as the Latin poet puts it, when he describes the phantom of Æneas' wife. Temples, obelisks, etc., are as thick as blackberries.

When we come to close quarters, the feeling is increased. We wonder what manner of men these were whose remains occupy such huge death-palaces, and have so many tons of marble piled above them. Were they the possessors of the honoured names inscribed on the several monuments, or is it all a delusion and were they a race of monstrous Titans:—

"Who for their sins in flesh atone,
By doing penance under stone."

Nature interposes little relief of shrub or other foliage to mitigate the overpowering effect of this extraordinary monumental exhibition—"on horror's head horrors accumulate." The crowning atrocity is the Doric column in memory of John Knox (*d.* 1572). Near it is the tomb of Sheridan Knowles (*d.* 1862). Amongst other memorials are those of Michael Scott, author of "Tom Cringle's Log" (*d.* 1835); Edward Irving (*d.* 1834); Dr. Dick and Dr. Black. There is, in clear weather, a fine view from the higher ground here.

From the Necropolis a return may be made by the upper part of High Street and George Street into **George Square**, the largest and handsomest open space in Glasgow. It is adorned with a series of systematically arranged statues grouping round the *Scott Monument*, a Doric column 80 feet high and surmounted by a colossal statue of the poet. The statues consist of equestrian ones of the Queen and the Prince Consort, by Marochetti, and figures of numerous Scottish and other celebrities, including Burns and Campbell, Sir John Moore and Lord Clyde, Sir Robert Peel, Livingston, and James Watt.* It is said that the last-named, a native of Greenock, solved the practical application of the

* The last addition is the late Mr. Guldstone, opp. the Municipal Buildings.

steam-engine during a Sunday afternoon walk on Glasgow Green in 1765. The **Municipal Buildings**, which occupy the whole east side of the square, are the latest and greatest adornment of this splendid area. They form a rectangle measuring 220 feet both ways, and are emphasised by a central tower and four domes. On the south side of the Square is the **G.P.O.**

Neither this nor any other public building exhibits a clock.

The **Royal Exchange** in Queen Street, south of George Square, is a fine building with a round lantern-tower. In Miller-st., which runs from the G.P.O. to Argyle-st., is the **Mitchell Library** (9.30 a.m. to 10 p.m. free), containing nearly 70,000 volumes of reference, and a magazine room with nearly 300 periodicals.

The finest display of business-buildings—banks, insurance, newspaper offices, &c., in Glasgow—is about George Square, St. Vincent Place, and Buchanan Street.

The West End. Starting again from George Square the visitor is recommended to walk or take the tram along *Sauchiehall Street*, proceeding thence to the West End Park, the University, and the Great Western Road. This is the finest part of modern Glasgow, except the Square.

A little further we pass, on the right, the new **Hippodrome** (formerly a monster panorama). About half-a-mile further, we turn up to the right, and enter **West End Park** (*Kelvin Grove*). Herein are the new **Corporation Art Galleries** [10 till 6 (*Sats. till 10 p.m.*) free. *Catalogue*, 6d.], which played such an important part in the 1901 Exhibition. To this magnificent building the art treasures have been removed from the old Corporation Galleries in Sauchiehall-st. It contains a fine collection of Dutch, Flemish, and Venetian pictures, and a display of sculpture in which the *chef d'œuvre* is a statue of Pitt by Flaxman; also Wellington and Scott by Chantrey.

Amongst the masters represented are Giorgione ("The woman taken in adultery"), Palma Vecchio, Botticelli, Rubens, Ruysdael, Rembrandt (Man in Armour), Van de Goes ("St. Victor and Donor"), Alb. Cuyp ("Christ's entry into Jerusalem"), Murillo, Mabuse, Creswick, and Turner; also Mr. Colin Hunter's well-known "Niagara Falls," and Whistler's popular portrait of Carlyle.

The contents of the City Industrial Museum have also taken shelter under this roof. Besides what its name implies, this department boasts a *Natural History* collection, strong in birds.

The handsome fountain in the park was erected in 1872 in honour of Provost Stewart. From the Park, crossing the Kelvin, we come to the **University**. This structure, one of the finest modern achievements in Scotland, was designed by Sir Gilbert Scott, and opened in 1870. It is Early English in general style, and externally its chief feature is the splendid gateway-tower which introduces effectively the Scotch baronial Gothic, and is surmounted by a crocketed spire of 300 feet. Inside, the chief apartment is the *Common Hall*, called the *Bute Hall* in honour of the donor. There are also the *Hunterian Library*, in which is a

valuable collection of Caxtons and other early books, and a *Museum* with good geological and other specimens.

From the University return by Ashton Place, Byars Road, and the Great Western Road (*tram or District Subway*, p. 171), crossing the new **Kelvin Bridge**, erected in 1891 at a cost of £45,000. The **Great Western Road** is a splendid suburban thoroughfare. In it, 300 yards east of Kelvin Bridge, is **St. Mary's Episcopal Church** (*open*, 11—6), a graceful work of the late Sir G. Scott, with memorial windows by Clayton & Bell, Hardman, and others. Note the three-light east window.

There is a good view of Glasgow from the University, but the best one over the city is from the **Queen's Park**, $1\frac{1}{4}$ m. south, over Glasgow Bridge, and reached by "tram."

In 1894 the *Camp Hill Estate* was added to the Grounds, making the whole one of the finest parks in the kingdom. **Camp Hill** was the site of Queen Mary's camp in the disastrous skirmish—called the battle of Langside—between her followers and the Regent Murray in May, 1568, just after the unfortunate lady's escape from Lochleven Castle (p. 76). **Langside** itself is at the S. extremity of the Park.

Short Land Excursions from Glasgow.

There are not many short *Land Excursions* from Glasgow, but one specially to be noted is that to **Bothwell Castle**, a fine Norman ruin on a sandstone cliff that overlooks a picturesque bend of the Clyde, somewhat spoilt by the proximity of mills. (*Admission Tu. and Fr.*, 9—5: *Tu. only, when the family are at the modern house.*) *Ret. fares from Glasgow (College Station) to Bothwell Station*, 1s. 8d., 1s. 2d. *Same from Central Station*. Uddingston, which may be reached from either station, is equally near.

There is a pleasant-looking *hotel* close to **Bothwell Station** (N.B.), and the entrance to the park, which is jealously guarded by an endless wall, is nearly a mile back on the Glasgow road.

Ten minutes' walk across the park and past the far side of the house (Earl of Home) then takes us to the *Castle*, which consists mainly of two or three massive round towers (six-sided within), and a chapel built above three vaults. The doorway and trefoiled windows of the latter display graceful architecture.

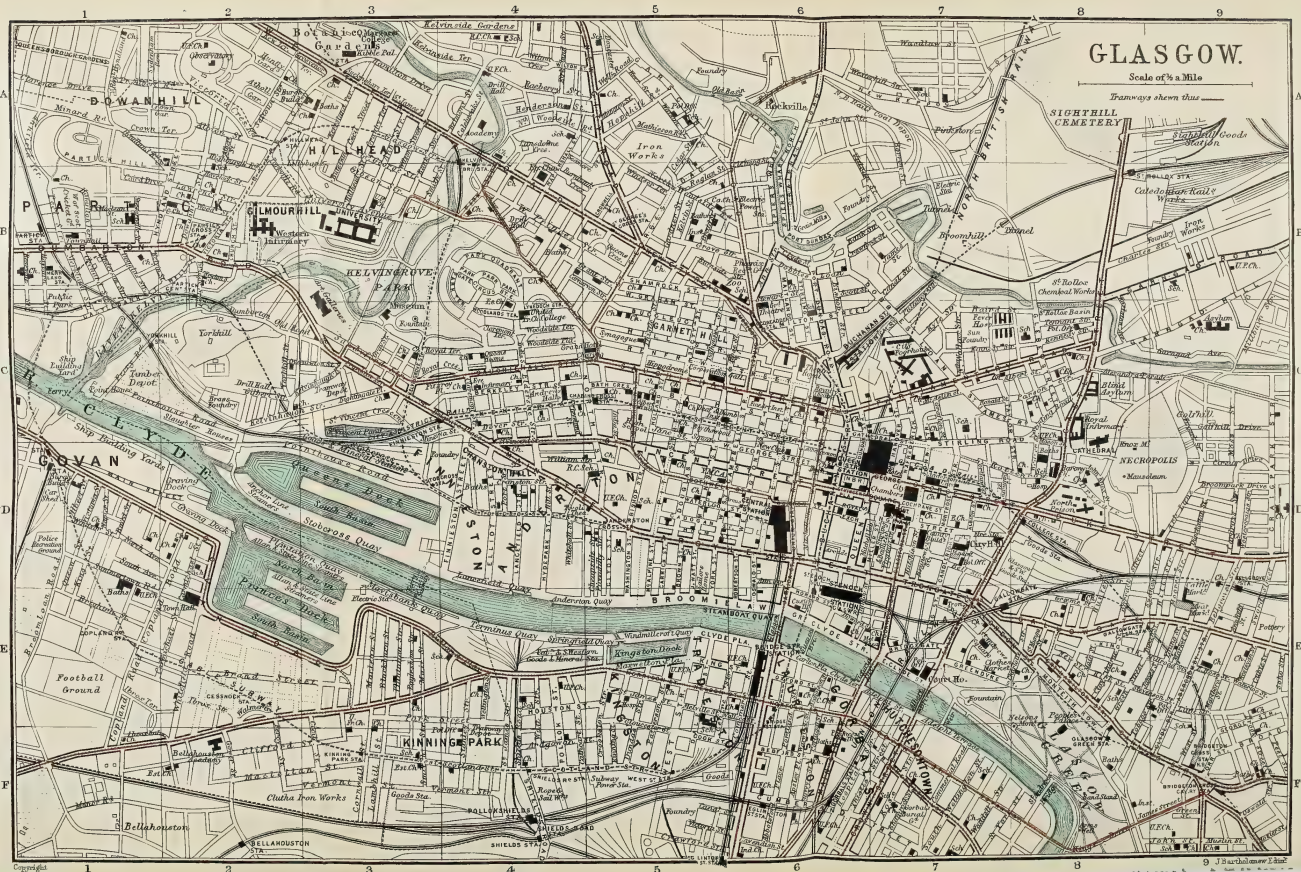
The timber around the Castle is very fine, especially a clump of beech-trees and a copper-beech.

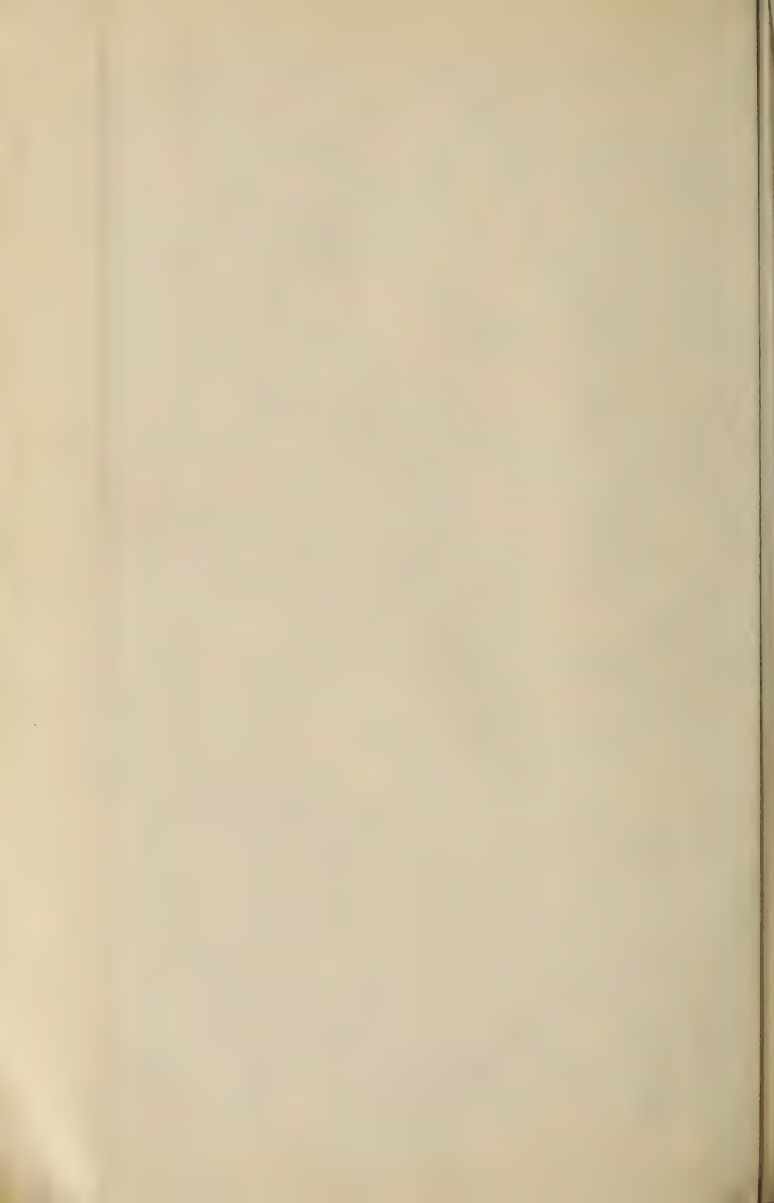
The expedition may be extended to **Hamilton Palace** (abt. 3 m. further), the grounds of which are open on the same days. They are rather like Chatsworth without its scenery. Both these places are fully described in our volume on the Lowlands ("Scotland III.").

The **Kilpatrick Hills** (10 m. by rail from *Queen Street*—low level—to *Kilpatrick Station*; frequent trains in 30—35 mins.) are easily accessible and afford beautiful views. The highest, *Duncomb*, is 1,313 feet above the sea and 4 miles N. of Kilpatrick or Bowling stations; but a smaller height, the *Slacks* (1,199 ft.) is not more than $1\frac{1}{2}$ miles from Kilpatrick. Upon the range are several small lochs. The views are of a panoramic character and extend westward down the Clyde past Dumbarton Rock to the hills of the Holy Loch and Loch Eck. South-westwards across the hills of Renfrew to the mountains of Arran and Ailsa Craig; north and north-west to Loch Lomond, Ben Lomond, and the mountains between it and Loch Long; east and north-east to the Campsie Fells, and farther away Ben Ledi and the Ben Vorlich of Loch Earn.

Another pretty excursion is to **Campsie Glen** and **Fells** (from *Queen Street*—High-level— $12\frac{1}{2}$ m. to *Campsie Glen Station*. *Ret. fares*, 3s. 3d.; 2s. 2d., *abt.* 6 trains a day in 35—40 min.). From the station to the hamlet of **Campsie**

- RAILWAY STATIONS.**
CALEDONIAN
 Central D 6
 Bridge Street E 6
 Buchanan Street C 6
GLASGOW & SOUTH-WESTERN
 St Enock E 6
NORTH BRITISH
 Queen Street D 7
PUBLIC BUILDINGS, &c.
 Botanic Gardens A 3 C
 Cathedral D 8
 Corporation Galleries C 5
 Cross E 7
 George Square D 7
 Kelvin Grove Park B 3
 Necropolis D 8
 New Art Galleries B 3
 People's Palace F 8
 Post Office D 7
 Royal Exchange D 6
 Royal Infirmary C 8 D
 University B 3
 Western Infirmary B 2
THEATRES, ETC.
 Empire Palace C 6
 Grand C 6
 Royal C 6
 Royalty C 6
 Circus D 6
 Metropole E 7
 Tivoli C 4 E
 Hippodrome C 6
 Hippodrome & Zoo B 5





(*Crown Inn*) is $\frac{3}{4}$ mile. There we enter the glen—an umbrageous, boulder-strewn ravine, threaded by the most picturesque of torrents, which forms a multitude of small cataracts. There are two chief falls, the *Lower* and the *Upper*. In the latter the rock overhangs so much that one can get behind the fall. Above we may join the high road at the height of 1,000 feet, and by it descend to **Lennoxtown**, a little town with bleaching and printing works, a mile nearer Glasgow than Campsie Glen.

The **Campsie Fells** attain a height of 1,894 feet in *Earl's Seat*, $\frac{3}{4}$ miles N. of *Strathblane Station*—the next to Campsie Glen (16 m. from Glasgow). *Black Hill* (1,572 ft.), $2\frac{1}{2}$ miles N. of Campsie Glen station, 1 from the high road, commands a fine view west and south-west.

Glasgow (or Edinburgh), to Lanark and the Falls of Clyde. (See Map opp. p. 37).

Glasgow to Lanark, 25 m.; Edinburgh to Lanark, 32 m. Fares 2d. and 1d. a mile. Circular Tour by Lanark, the Falls of Clyde, and Craignethan (wrongly called "Tillietudlem") Castle. Fares from Edinburgh (11s. 6d. and 7s. 6d.) and Glasgow (8s. and 5s. 6d.); driver included, daily about 10.15 a.m. Cheap Fares to Lanark and back also by aft. train abt. 2. For 6d. extra to the driver, the return may be made by coach from Crossford to Lanark.

Admission by West Lodge (weekdays only), 6d. Tickets at Lanark Hotels and Kirkfieldbank Hotel. The North Lodge is closed to visitors.

This tour is fully described in our volume on the Lowlands ("Scotland H.L.", 4s.).

Tourists using the Circular tickets issued by the Caledonian Company see the falls from the western or Corehouse side, which is the better one for Bonnington Linn, but the worse for Corra Linn. Those who wish for a day's leisurely enjoyment, are advised to trust entirely to their legs after reaching Lanark Station, and to adopt the following route which will enable them in a stroll of 10 miles to see everything worth seeing. If they are satisfied with the two most picturesque of the three falls, they need only walk 4 or 5 miles. The charge for hiring from **Lanark** is about 12s. 6d. for the round, and a considerable amount of walking has to be done in any case. The "Clydesdale" is the chief hotel at Lanark. There are others close by the station, and the "Black Bull" (c.t.; p. 178) on the direct way to Corra Linn.

Of the three **Falls of the Clyde**, *Corra Linn* is about $1\frac{1}{2}$ miles, and *Bonnington Linn*, 2 miles south of Lanark; *Stonebyres Linn*, $2\frac{1}{2}$ miles in the other direction. The most satisfactory route is, perhaps, to commence with the two first-named, viewing them from the near side of the river, and then, returning through Lanark, to make a separate journey to Stonebyres, varying the return route thence by crossing the viaduct over the Mouse Water near to Cartland Crags. This is the route which we shall describe. Tickets for the first half of it are purchased at the first gate (see below), and not in the town.

(1.) **To Corra Linn, and Bonnington Linn** (*admission 6d. No Guides admitted*). Carriages (7s. 6d.) can drive to within a few hundreds yards of Corra Linn.

Proceeding from the station towards the centre of the town take the first turn to the left, and a few yards further, one to the right. At the end of this street, close to the *Black Bull Inn* (a comfortable and well managed little hostelry), turn left again, and where the road forks a few yards further on, follow the right-hand branch. A charming view now discloses itself on the right over the narrow sylvan glen through which the river flows, and in front the clearly defined outline of *Tinto Hill* (p. 4) is seen. Avoiding a turn to the right between two sandstone houses, you soon commence a rapid descent, during which the road sweeps suddenly round to the right, reaching, a little short of the bottom of the valley, the *first gate*. Here you obtain your ticket, to be given up after a few minutes' more walking at the *second gate*, at which you can obtain any further information you may desire. The forester who occupies the cottage at the gate is a most intelligent and obliging man. The way on, however, is perfectly plain. A path reaches in 200 yards **Corra Linn**. The full height of this fall, which is somewhat broken, is 85 feet. It owes its peculiar beauty as much to the bend of the river and the wood-crowned wall of rock overhanging the abyss into which it plunges, as to the volume of water and the height of the fall. A rather "crazy" flight of steps descends to the lower level, but the scene is best viewed from the side of an old Pavilion, erected in 1708, which, through the folly of "trippers," has been allowed to fall into decay. On the verge of the cliff above the falls are the ruins of an old Castle, called *Corra Castle*.

Half-a-mile beyond Corra Linn, and approached by an equally good path, is *Bonnington Fall*. Paths descending to the river-side on the way lead to *Wallace's Cave*, a chamber only a few feet above the water's edge, to which the hero is said to have gained access by leaping across the channel, now of considerable width, but supposed at that time to have been a mere "strid." The cavern has evidently been partially blasted, and affords room for several people at once.

(2.) **Bonnington Linn** is the first important cataract formed by the Clyde in its descent from the bare hills of Lanarkshire. At it the river sweeps round a rocky promontory, through an isthmus of which an artificial channel has been cut and bridged over. The height is 30 feet. A full-front view of the fall is not obtainable from this side, but enough is seen to enable the visitor to carry away an adequate impression of its features, which are rather picturesque than grand.

We have now no choice but to retrace our steps to Lanark, which we shall probably reach at a convenient hour for lunch. Both the "Black Bull" and the "Clydesdale" lie on our direct route through the town, whence, starting from its centre, we keep the church and the latter hotel on our left hand, and reach after

a mile's descent the bridge over the Clyde at *Kirkfieldbank*, having been careful to follow the lower or left-hand branch of the road where it forks about half-a-mile out of Lanark. Across the bridge, above which the stream is divided into three channels, there is an inn. A lofty bridge, looking like a railway viaduct, and spanning the narrow Mouse glen on the right, is the Cartland Bridge, which we shall cross on our return journey.

Kirkfieldbank to Corra Linn by the west (Core House) side of the river, 3 m. Tickets of admission by West Lodge, 2 m. from Kirkfieldbank, every weekday, *see p. 177*. Tourists by this route will have no difficulty in finding their way to the two falls. It passes through the grounds of *Core House* and while it only affords a side view of Corra Linn, places the spectator directly opposite Bonnington Linn.

(3.) From Kirkfieldbank it is a short $1\frac{1}{2}$ miles to **Stonebyres** (*Adm. 3d. : Temp. Refreshment House at Entrance Gate*). The road is quitted some distance beyond the second milestone, and a few yards past a house which stands a little off it on the left hand. Crossing a field we enter a plantation which descends to the river-bank, and then, striking back, reach good view-points both above and below the fall. The water falls over three lofty ledges of rock, in all 50 feet high. The main stream washes the rock on the east side, and into it smaller streams leap crossways from the nearer side. The volume is greater than at either of the higher falls, having been increased by the contribution of the Mouse Water, but the scene lacks the mystic force imparted to Corra Linn by the bend of the river and the closely hanging rocks. For all that the sylvan vista up-stream is very pleasing.

In returning turn to the left out of the main road at the sharp bend after crossing the Kirkfieldbank bridge. In a few yards you will cross the *Mouse Water*, a little way below an old narrow bridge popularly ascribed to the Romans. Hence doubling round on every opportunity to the right, you will in a few minutes gain the *viaduct* mentioned on our way to Stonebyres. It was built by Telford about 1850, and is more than 120 feet in height. Looking northwards over the parapet you command a bit of scenery as lovely as it is unexpected—the narrowest and steepest of ravines, with its sides so redundantly wooded that you can hardly detect the stream below or the summit of the crags above. In winter, after a hoar-frost, few things can be more delicately beautiful. The rocks are called **Cartland Crags** and in a recess in them almost under, and a little north of the bridge, Wallace is reputed to have lain hid after he had killed the English sheriff, Haselrig. The opening is nowhere 3 feet wide, and the colossal frame of the Cyclopean hero must have been sadly cramped.

The way hence to Lanark needs no description. It joins the route by which we started for Stonebyres, about half-a-mile from the town.

The route of the **Caledonian Co.'s Circular Tour** continues from Stonebyres to **Crossford** (*Tillietudlem Hotel*), 3 m.; thence (on foot) to **Craignethan Castle** (4) and **Tillietudlem Station** (5); thence (24) to Glasgow. Lanark to Tillietudlem, 7 m.

Isle of Arran.

(Map opp. p. 188.)

For fuller particulars respecting Arran see "Black's Shilling Guide to the Clyde Estuary" by M. J. B. Baddeley and E. D. Jordan.

Glasgow to Arran. For *Times and Fares* see *Monthly R'way Time Tables and Daily Papers*. For route down the Clyde and round the Kyles of Bute see that of the "*Columba*" (p. 205).

The **Ardrossan service** performed by both the Caledonian and the G. and S.W. Railways, is a very fine and much-improved one, and the most convenient for those who are tied for time, and whose only aim is to see Arran. There are usually two services a day (three on Saturday). **Fares**: single, 4s. 6d., 2s. 9d.; ret., 5s. 6d., 3s. 9d. **Calling-places** on the Island:—Brodict, Lamlash, King's Cross, Whiting Bay. **Time** to Brodict (40 min. short of Whiting Bay) abt. 1½ hrs., 40 min. for 32 miles of rail, 40-45 min. for 14 of sea. The "*Davaar*," a comfortable boat, runs daily between Gourock and Campbeltown, calling at Loch Ranza and Pirn Mill in Arran. There are other boats (mixed) plying to Campbeltown, handy for such as wish to visit Loch Ranza either going or returning. On particular days the passenger steamers make trips round the island or visit Ailsa Craig.

Other day-trips to Arran (same calling-places on the island, with the addition of Corrie) make the circuit of the Kyles of Bute on the outward journey following the route of the "*Columba*" (p. 205). Embarking-places, Greenock (Princes Pier), Gourock or Craigendoran.

Piers at Brodict, Lamlash, and Whiting Bay.

* * * For the **sail round the Island** see p. 186.

The only part of the Arran scenery which is strong enough to arrest the tourist's steps on his way to the Highlands of the mainland, is that which lies between Loch Ranza, at the northern end of the island, and Lamlash, about two-thirds of the way down the eastern coast, the nucleus being the ridge which separates Glen Rosa from Glen Sannox. All about this ridge the mountains cluster with a rugged picturesqueness and abrupt boldness of outline nowhere surpassed in Great Britain, except in the sister island of Skye, and we strongly advise the pedestrian who does not fear a rough day's walking to begin with, to devote one or two days to this part of the island.

The largest and most fashionably appointed hotel in the island is the *Douglas* at **Brodict**, close to the pier. Pedestrians and small parties, however, may with advantage proceed to **Lamlash**, where are two smaller but comfortable hotels,* and thence travel northwards through Brodict and over Goat Fell to **Corrie**, where they will find an excellent hotel about half-way in point of size and accommodation between the ones at Brodict and Lamlash. There is also accommodation for some half-dozen visitors at the **Whiting Bay Inn**, about 3 miles south of Lamlash, but those whose time is limited will find it just that distance further south than there is any object in travelling. **Loch Ranza**, which con-

* *Lamlash, Shop*: also *Sellar's Tramp*.

tains a new good-class hotel, is twice as far northwards of the cream of the scenery, though Scott's well-known lines :—

"The sun ere yet he sunk behind
Ben-Ghoil," the Mountain of the Wind,"
Gave his grim peak a greeting kind.
And bade Loch Ranza smile."

will tempt many a tourist to the sequestered little hill-girt bay on which the village stands. The **Lagg Inn**, close to the south coast, is a favourite local resort, and those who are making the circuit of the island—an agreeable expedition of nearly 60 miles—should decidedly stay there. The other inns are two small country ones at *Kildonan* and *Blackwater Foot*, and one—rather larger and very comfortable—at Shiskine ("Shedog"), about 8 miles from Brodick. Between the last-named and Loch Ranza the shop at *Pinn Mill* is the only place offering refreshment of any kind.

Arran is a favourite summer resort for the Glasgow people, who go there in hundreds at the end of the week, returning by the early boat on Monday morning. The island has abundant lodging accommodation of a primitive kind, a large proportion of the houses being small one-storied cottages of two or three rooms, with space often economised by the use of hammocks let into the side-walls for bedroom accommodation. The business of bathing is simplified by the bathers performing their toilettes in these lodgings, and adopting bathing costumes in which they may proceed directly therefrom into the sea, from which they are separated by no more formidable obstacle than the high-road. No wonder that in these days of fashionable and vulgar watering-places, where people professedly in quest of relaxation live under more strained and formal conditions than at their own homes, the simplicity and natural beauty of Arran should ensure for it a ceaseless flow of visitors. It is one of the few places of popular resort on which "Mrs. Grundy" has not yet been able to establish a footing. We are sorry to add that in the best part of the island dogs suffer from the same disability. It is also an island of wonders, of which not the least are—where the shoals of people who arrive at the end of every week in the summer find a shelter, and what becomes of the natives at the same time.

Travellers on the "grand tour" of Scotland will hardly care to devote more than a couple of days or so to Arran, in which case they should visit the district between Lamlash and Loch Ranza—Brodick, Glen Rosa, Goat Fell, Glen Samnax, Corrie, etc. For the benefit of the more leisurely inclined we have added (*p.* 186) a description of the tour of the island.

View of Arran in crossing from the mainland. The most prominent feature during any of the passages outlined above, is *Goat Fell*, which rises almost to a point. On the shore, between us and it, is *Corrie*, and to the north of it lower hills extend to the *Cock of Arran*, which has long lost any resemblance it may have once possessed to the domestic fowl. South of Goat Fell is *Brodick Bay*, and still further in the same direction the conical hill called *Holy Island* rises from the sea opposite *Lamlash*. Far away down the Clyde, and shaped as regularly as an Egyptian pyramid, is *Ailsa Craig*, "*statio notissima mergis*." Our map will be the best index to the other heights.

Lamlash or Brodick to Corrie, by Goat Fell and Glen Sannox.

To Brodick (carriage-road), 1 hr. Top of Goat Fell (pony-track to within half-hour of summit), 3 hrs.; Col between Glen Rosa and Glen Sannox, 4 hrs.; Corrie, 6 hrs.

We have named six hours as being the time which a smart pedestrian will require, but it is far better to give a whole day to the excursion, and those who wish to catch the afternoon boats to the mainland at Corrie should start very early, whether it be from Lamlash or Brodick.

The ascent of Goat Fell may also be easily made from the Corrie Hotel, although there is no continuous track. The descent from the top of the mountain to the *col* between Glen Rosa and Glen Sannox is along a sharp ridge sometimes requiring the use of hands as well as feet. Those who do not like to encounter it may reach Corrie in from 1 to 1½ hours, by the above track. The Glen Sannox route is, however, by far the most interesting.

Should the weather be too misty for Goat Fell, Glen Rosa should be visited. From it the *col* may be crossed into Glen Sannox.

The Route. The Brodick road turns uphill from the shore about a quarter-of-a-mile north of the Lamlash Hotel. Some way off, on the right, are seen the old *Kirk and Kirkyard of Kilbride*. Proceeding along the main road, the top of the ridge between Lamlash and Brodick is soon reached. During the ascent a fine mountain-outline appears in front, Goat Fell on the right playing the chief part. The sharply pointed peak forming a centre-piece to the view is *Cir Mhor* (the "great corry"), looking north and south down Glen Sannox and Glen Rosa respectively. Our road then descends to the **Brodick Pier and Hotel**, where it turns sharp to the left round Brodick Bay, passing the hamlet of *Invercloy*, and the cottages of *Glencloy*, beautifully situated near the woody margin of the bay.

Then a second stream—the combined waters of Glen Rosa and Glen Shirag—is crossed. The road bends back, and in half-a-mile reaches the stables and farm-buildings belonging to the castle (Lady Hamilton). Passing through these and a shrubbery we cross the *Cnochan Burn*, a little short of which pass through a gate on the left, and follow a path that leads through a charming dell and then crosses the burn by a wooden bridge. Soon you come to the open moor. Hence to the top of the eastern ridge of Goat Fell the track cannot be mistaken. It keeps the Cnochan Burn on the left all the way, and in about a mile crosses a smaller burn, which forms a good resting-place. At the top of the ridge the path from Corrie is joined, and hence the route to the summit of the mountain is over rough granite boulders, and in places steep, though nowhere difficult. When the boulders appear insuperable in front, "fetch a compass" slightly to the left.

Glen Rosa. A détour of 4 miles (there and back) puts the traveller in the best position for seeing this glen. Instead of crossing the last-named bridge you keep on and, leaving the church on the *left*, cross the Shirag burn at a very pretty spot and then, bending to the right again, reach the *Glenrosa Farm*, beyond which a plain track threads the green pastures of *Glen Shant*—as this lower part of the valley is called. The great point of the walk is the marvellously quick change afforded by it into the wildest possible mountain scenery. In twenty minutes the turn of the glen is reached at the foot of a little torrent, and unless you are going on over the *col* into Glen Sannox, you can fully comprehend Glen Rosa from the little humps just beyond the crossing. The view is one of the finest of its kind.

From the turn of the glen a fine **mountain ramble** may be commenced over *Ben Nuis* (Noosh) and *Ben Tarsuin*; round or over *Cir Mhor* (Keervore) to the "Saddle" between Glen Sannox and Glen Iorsa; over the *Peak of the Castles*: thence past Carlin's Leap to the *Seat of Fergus*, and down to the N. end of Glen Sannox. The round from Brodick will take a full day, and it is best to arrange to put up for the night at Corrie. We have not travelled the latter part—beyond the Saddle—but we must remind tourists that every route around Glen Sannox requires great care—this one, we are told, especially so. In coming the reverse way, there is a risk of mistaking Glen Iorsa for Glen Rosa.

The *summit* of **Goat Fell** (*Ben Gobhar*) consists of a confused group of these boulders, whose perpendicular sides enable the climber to find shelter from every wind that blows. The broad belt of sea which surrounds the island gives an extent and variety to the prospect which few mountains in Scotland can boast of. Only on the western side, where the jagged ridges on the other side of Glen Rosa rise to an almost equal height, is the view at all curtailed. Northwards Loch Fyne stretches far away to the Crinan Canal and the low hills of Argyllshire, over which, in a north-westerly direction, the Paps of Jura are visible. Ben Cruachan is in the remote distance, a little to the right of Loch Fyne,* in which direction the western arm of the Kyles of Bute extends. Then, further east, come the mountains grouped round the heads of Loch Long and Loch Lomond. Ben Lomond rises almost in a line with the Firth of Clyde, at the entrance to which the Great and Little Cumbrae Islands are visible, the white houses of Millport gracefully fringing the snug little bay at the southern end of the former. Due east is Ardrrossan, with its neighbouring chimneys and other signs of commercial activity, and further south Ayr is recognisable by its lofty spire. Then over the southern extremity of the island we note Ailsa Craig, backed by the peninsula on which stand Stranraer and Portpatrick, while south-west we look over Campbeltown and the Mull of Kintyre to the Antrim coast. The Isle of Man is sometimes to be seen. The most striking object close at hand is Glen Rosa, some 2,000 feet below—an emeraldine vale intersected by a silver thread.

Besides the way by which we have ascended, and that which we are about to describe, there are two practicable **routes down** the mountain,—the first to **Corrie** along the eastern shoulder of the mountain, which is intermittent but too simple to need description, and the second down to **Glen Rosa**, a route which though trackless, cannot well be mistaken, and about which the writer will only say that he found it, in ascending, too steep and fatiguing to justify his recommending it for a descent.

The descent to the *col* between Glen Rosa and Glen Sannox is

* Ben Nevis may possibly be seen over Cruachan.

by a narrow ridge called *the Saddle*. There is a track here and there, and where the summit of the ridge is too sharp to follow comfortably it is best to work round a little to the left. At first the ridge goes northwards, having on the right the depression which gives to Corrie its name, and which opens out on to the sea about a mile south of that hamlet. Beyond this depression the arm of the mountain stretching in a north-easterly direction must be avoided, and a rapid descent made along the top of the ridge in a north-westerly direction to the *col*, which is plainly visible below, backed by the precipitous crags of *Cir Mhor*. Hands as well as feet may be called into requisition during this part of the descent, but there is no real danger. When the *col* is reached there is some difficulty in finding a route down into *Glen Sannox*, the rocks, though not high, being almost perpendicular. A quite practicable route will, however, be found about 50 yards short of the lowest part of the *col*,* and then a steep and tiresome trudge through tough heather and deep ruts brings us to the side of the stream, and gives us leisure to glance upwards and admire the almost savage-looking corrie north of *Cir Mhor* (Keer Vore). Cumberland tourists will be reminded of a very similar scene in descending from the Pillar into Ennerdale.

There is a rough path down the valley on the left of the stream which it is best to follow. Patches of broken and dry smooth turf offer a welcome relief to the treacherous heather-paths.

Glen Sannox is not more than a couple of miles in length, but within this short space, it presents a scene of wild grandeur hardly surpassed in Scotland. The mountains rise steep, bare, and jagged on both sides, the Saxon names for the western ridge being *Peaks of the Castles*, and for the eastern the *Maiden's Pap*. The glen has been likened to Glencoe, but resembles much more nearly Glen Sligachan in Skye. Only, however, by looking up it from near the sea, can the visitor receive an adequate impression of its character, as its strong points lie at its head. The best general view of it is obtained from the small elevations near the road, about 2 miles north of the Corrie Hotel. Our present track crosses the burn about half-a-mile from this road, and then passes an old graveyard, in which the liking of the fuchsia for warm and moist climates is strikingly exemplified. The path, which after crossing the burn becomes a cart-track, joins the coast-road $1\frac{1}{2}$ miles north of the **Corrie** Hotel, close to a little "pop" shop. Steamers for Glasgow call at Corrie early in the afternoon on every "lawful" day. There is also an early afternoon coach to Brodick (6 m.; see *yellow sheet*).

If, as is often the case, the route be taken from Corrie up Glen Sannox, it must be specially noted that there are *two* "Saddles" at the head of the glen, the *right-hand* one, practically facing you as you take the general bend of the glen, has a waterfall, and is to be religiously avoided. The next real "Saddle" to the left as you face it is the one to be crossed. The "Saddle" still further left is also to be avoided.

* A correspondent kindly assures us that the best and easiest path is about 200 yards *west* of the *col*, by an eroded dyke of greenstone almost parallel with the *col*.

N.B. If there is too much water in the burn and no bridge across it—as was the case when we last visited the spot—you may keep along the *left* side of the stream and come out on to the main road at Mid Sannox.

In the neighbourhood of Corrie are several large isolated blocks of granite resting on beds of red sandstone. How they got into their present position is not very clear, but the geologist will rejoice in this further evidence of the migratory habits of this particular rock formation.

The walk about Corrie is to the **Fallen Rocks** on the shore nearly 4 miles north. Quit the road at the brow of the hill between Glen Sannox and North Glen Sannox, and cross the stream of the latter by foot-bridge or stepping-stones. The path bends to the right, and then follows the shore all the way to the *Rocks*, which are a host of sandstone blocks of all shapes and sizes that have broken loose from the cliff above, and now form a kind of ladder from top to bottom. The coast all along here shows traces of similar disruption.

Corrie to Loch Ranza, 9 m. An interesting morning walk. There is fair inn accommodation at Loch Ranza, and the tourist may get his lunch there and proceed by the Glasgow boat, which calls on its return from Campbeltown in the afternoon.

After leaving the sea-shore at the outlet of the Sannox burn, we get a good view up Glen Sannox, with the *Peaks of the Castles* and the precipitous *Maiden's Pap* frowning over it on either side, and looking—when the storm-cloud is swirling round them—almost terrific. Then from the *col* we descend a long heathy valley to *Loch Ranza*, which comes into view beyond a bend in the road only a little short of it. The loch stretches about a mile inland, and on a rock projecting from its western side stand the ruins of the *Castle*—two square towers supposed to have been built as a royal hunting seat as far back as the days of the Bruce. Here too, at that early date, was

“the solitary cell.

Where lone St. Bride's recluses dwell.”

Nothing remains to mark the conventual retreat in which the “Maid of Lorn,” after abjuring for so many years, and with so much resignation “the pomps and vanities of this wicked world,” succumbed at last to her woman's nature.

Trite and worn though it be, Scott's description of **Loch Ranza** is too faithful a piece of word-painting for us to attempt an original one:—

“On fair Loch Ranza stream'd the early day;
Thin wreaths of cottage smoke are upward curl'd
From the lone hamlet, which her inland bay
And circling mountains sever from the world;
And there the fisherman his sail unfurl'd
The goat-herd drove his kids to steep Ben Ghoil,
Before the hut the dame her spindle twirl'd,
Courting the sunbeam as she plied her toil.”

The “goat-herd” and the “dame” may not now be seen engaged in the occupations ascribed to them, but, however much the letter of the description may have become obsolete, the spirit is still a true one.

N.B.—There is a coach daily from Loch Ranza to Glen Sannox and back in connection with Greenock and Gourock steamers (*p.* 188.)

From Brodick round the Island.

N.B.—There are frequent **sea-trips** round the island from Glasgow (fares, 6s. 6d. and 5s.) to which this description will, to a great extent, apply.

To Lamblash, $3\frac{1}{4}$ m.; King's Cross, 6; Whiting Bay Inn, 7; Kildonan Inn, $11\frac{1}{2}$; Lagg Hotel, 17; (—Lamblash, 10.) Blackwater Foot Inn, 24 (—Shedog Inn, 2; Brodick Pier, 11.) Pirn Mill, $34\frac{1}{2}$; Lochranza Hotel, $41\frac{1}{2}$; Corrie Hotel, 49; Brodick Pier, 55. $\frac{3}{4}$ m. saved by omitting Kildonan.

A very pleasant two-days' drive or three-days' walk. Carriage-folk will stay the night at Lagg; pedestrians at Lagg and Lochranza. The second day is a long one, but level and easy walking.

The *lesser round*, returning from Blackwater Foot by Shedog, can be accomplished in a day, driving, and makes an easy two-days' walk. Visitors staying at Lamblash have an easy day's round by returning from Lagg *via* Glen Scorrodale.

The round is interesting throughout, but to the pedestrian the long stretch between Blackwater Foot and Lochranza may become a little monotonous.

In the all-round route the 500 ft. line is only over-topped between Lochranza and Corrie, and in the cross-country routes for a mile between Brodick and Blackwater Foot and two miles between Lamblash and Lagg. The roads are variable for cyclists—apt to be not very smooth-going in the less frequented parts.

Coaches run in connection with steamers between Brodick, Shedog, Machrie Bay, and Blackwater Foot; between Brodick and Corrie; Lamblash and Lagg, *via* King's Cross, Whiting Bay, and Kildonan.

The route.—Between Brodick and Lamblash, there is a sharp rise and fall—fine retrospect from summit. Pedestrians may choose from either of the routes dotted brown on the map—the one direct from Invercloy to nearly the top of the hill; the other a cliff-walk starting from near the Free Church and joining the the main road close upon Lamblash.

Lamblash is a rustic and picturesque village with a pier (2d.) that admits the fine pleasure-steamers at all states of the tide, a rather uninviting foreshore, and a multitude of primitive lodgings—*hotels* (see p. 180).

In another mile, 1 and $1\frac{1}{2}$ respectively, the road crosses the *Benlister* and *Monamore* glens, affording pretty peeps both ways, wooded with alder and ash trees. Then, ascending by the south side of Lamblash Bay, we may note a quarry of deep-red sandstone. Goatfell and the rugged outline of Cir Mhor (Keervore) come into view again.

From **Kingscross**, so called from the story that the Bruce crossed from this point to Carrick, we descend to **Whiting Bay** (small hotel) where is a neat Free Church. Hereabouts again the fuchsias flourish. Coasting along we next cross *Ashdale*, a mile or so up which is a pretty and conspicuous waterfall, after which, as the road rises, Goat Fell, etc., again come into view. Hereabouts is a grass slope strewn with boulders. Ailsa Craig, a pyramid with a bit of its right base chopped off, stands out to sea. To the left is *Dippin Lodge*, a shooting-box of the Duke of Hamilton, on a verdant platform backed by woods. Hence the *direct* road drops to and crowns a lovely little glen threaded by a burn of many cataracts. A bold face of rock up-stream is a feature.

Going round by **Kildonan** ($\frac{3}{4}$ m. extra) we come to (1 m.) *Kildonan Castle*, a plain two-storied keep, and, a little further, the *inn* (small). Then we rejoin the main road, $1\frac{1}{2}$ miles beyond the point at which we left it.

The *Struey Rocks*, forming a part of *Bennan Head*, are prominent on the left front; then heading right, the road crosses a cultivated upland, till on reaching the highest point (nearly 500 ft.) a fine view across the Sound of Kilbrannan to the Mull of Kintyre opens out. Campbeltown lies at the head of a little bay almost opposite. Ailsa Craig is still a strong feature on the left. Then comes a descent all the way to **Lagg Hotel**, where the country is wooded with chestnut, beech, ash and other trees. This is the chief resting-place in the South of Arran.

Half-a-mile away is what is called *Ossian Mound*, a hillock with a flagstaff, reached through a gate that enters Clauhog Farm, and a footpath. The way from the hotel to the sea is by a cart-track starting through a wood E. of the bridge. In the second field beyond the wood, a little short of Torrylin Farm, on the top of the cliff, you see a mound—a broken heap of turf. For the hill-road hence to Lamlash, see p. 188.

One-and-a-half miles beyond Lagg we cross the *Sliddery Burn*, a stony-bedded stream with bare mounds on either side, whence a steep ascent brings us to the hamlet of Sliddery. On the left is *Torr Chaisteal* (Castle Hill), a green mound on a flat bit of shore. It shows the remains of two sides, supposed to be of Norse origin. Then the road drops to the shore and becomes more picturesque, winding under the upper cliff, which is strewn with boulders and bracken, with, here and there, little groups of alders. Next it ascends and the sea lies almost directly below. *Drumadoon Point* comes into view with a needle rock—a little “Old Man of Storr.” The hills in the N.W.—Ben Vrackie, etc.—come into view, and the low-lying grounds of Blackwater Foot sprinkled with white cottages.

The little inn at **Blackwater Foot** is now reached. For cross-country road hence to Brodick, see p. 188.

This is the spot from which to visit the **King's Caves**, so called from a legend that Robert Bruce, of whose name very free use has been made on the island, abode here at his first visit. The distance is two miles and the way by *Drumadoon Farm* and fields, making for the hollow right of Drumadoon Promontory, after rising from which descend to the beach and follow a path along a grassy sward. There are several caves; the third opening is supported by a pillar. Thence pass through a natural arch into the principal cave—a Gothic arch narrow in upper part, opening out in other caves. Then the rock soon changes, and a little gully brings you on to the hill-side.

Hence you can either continue to Tormore ($1\frac{1}{4}$ m.) or cross eastward to **Shiskine** (*Shedog Inn*, good), $2\frac{1}{2}$ m.

The **Standing Stones**—the most extensive pre-historic monument in Arran are a mile E. of Tormore, on the S. side of the Machrie Water. There are three, 14 feet in height; a double-circle just above the house, with 12 in the outer and about 8 in the inner ring—all of granite; also 2 belonging to an avenue which led up to the circles and at the entrance to the avenue of Kistvaen.

Returning to the road—short cut—we cross in another half-mile the **Machrie Water** (Brodick by road, 8 m.). At *Auchagallon*, a mile further, is a mound with loose stones surrounded by upright ones. Note the deep-red sandstone rocks. Then we pass the burying-place of *Auchincarr*, where also, in the middle of a field, is a granite *Standing Stone*, 6 feet high. In another mile the road crosses the narrow outlet of **Glen Iorsa**, the longest in Arran, and threading some of its wildest scenery. Hereabouts are moraine-

heaps, and close by is *Dougrie Lodge*, a shooting-box of Lady Hamilton. Its gables and the stables in the wood are very picturesque. Then, hugging the coast, we pass several small hamlets at the foot of the big green heights of Ben Varren and Ben Vrackie. The chief is **Pirn Mill**, where the Campbeltown steamers call. Light refreshment may be had. Still clinging to the coast the road comes in another 4 miles to *Catacol Bay*. Here the rocks are a good deal contorted. One in front presents a true profile of "Punch." Then, rounding *Coillemore Point*, we skirt the romantic **Loch Ranza** to the welcome inn at the head of it.

For Lochranza village and the way thence to Corrie, see p. 185. From Corrie to **Brodict** the road is level and follows the shore.

Brodict Pier to Shedog Inn (Shiskine), 9 m., and **Blackwater Foot**, 11 m. Coaches daily at cheap fares between Brodict, Shedog, Blackwater Foot, and Machrie Bay. This direct route across the island ascends Glen Shurig, and crosses (3 m.) a small pass called the *String*, at a height of about 600 feet, descending to the *Shedog Inn* (good), and passing on the way, within $1\frac{1}{4}$ miles of Standing Stones (p. 187). For the return, *via* Lagg (24 m., 35 in all) see p. 186.

Between **Lamlash** and **Lagg** there are two other roads—(a) the old direct one, 9 m., abt. 1200 ft., hilly but drivable; (b) a wild hill-road by the *Monamore* and *Scorrodale Glens*, 10 m., abt. 900 ft.

The Mull of Kintyre.

The only object of interest to the tourist on this long and narrow promontory—it measures 55 miles in length and from 7 to 10 in breadth—is Campbeltown and its neighbourhood, famous for whiskey and golf. Many tourists will visit it for the sake of the voyage, which is delightful and performed by good steamers, affording also an excellent panorama of the north and east sides of Arran.

(a) By the "**Davaar**" from Gourock to **Campbeltown**, 65 m., about 9.15 a.m. in 4 hours, starting back about 3. Times probably different on Friday.

The "**Kinloch**" and "**Kintyre**," mixed boats, also perform this service.

(b) By new "turbine" steamer from **Wemyss Bay** (train from Glasgow "Central" abt. 8.30) and **Fairlie** (train from St. Enoch abt. 9.15); arriving Campbeltown abt. 12.15; starting back 2.45.

Both (a) and (b) admit of about 2 hours being spent ashore, and coaches are run in connection with the famous golf-links at Machrihanish, the return fares being only a trifle more than those to Campbeltown—abt. 8s., inclusive. *For particulars, see yellow sheet.*

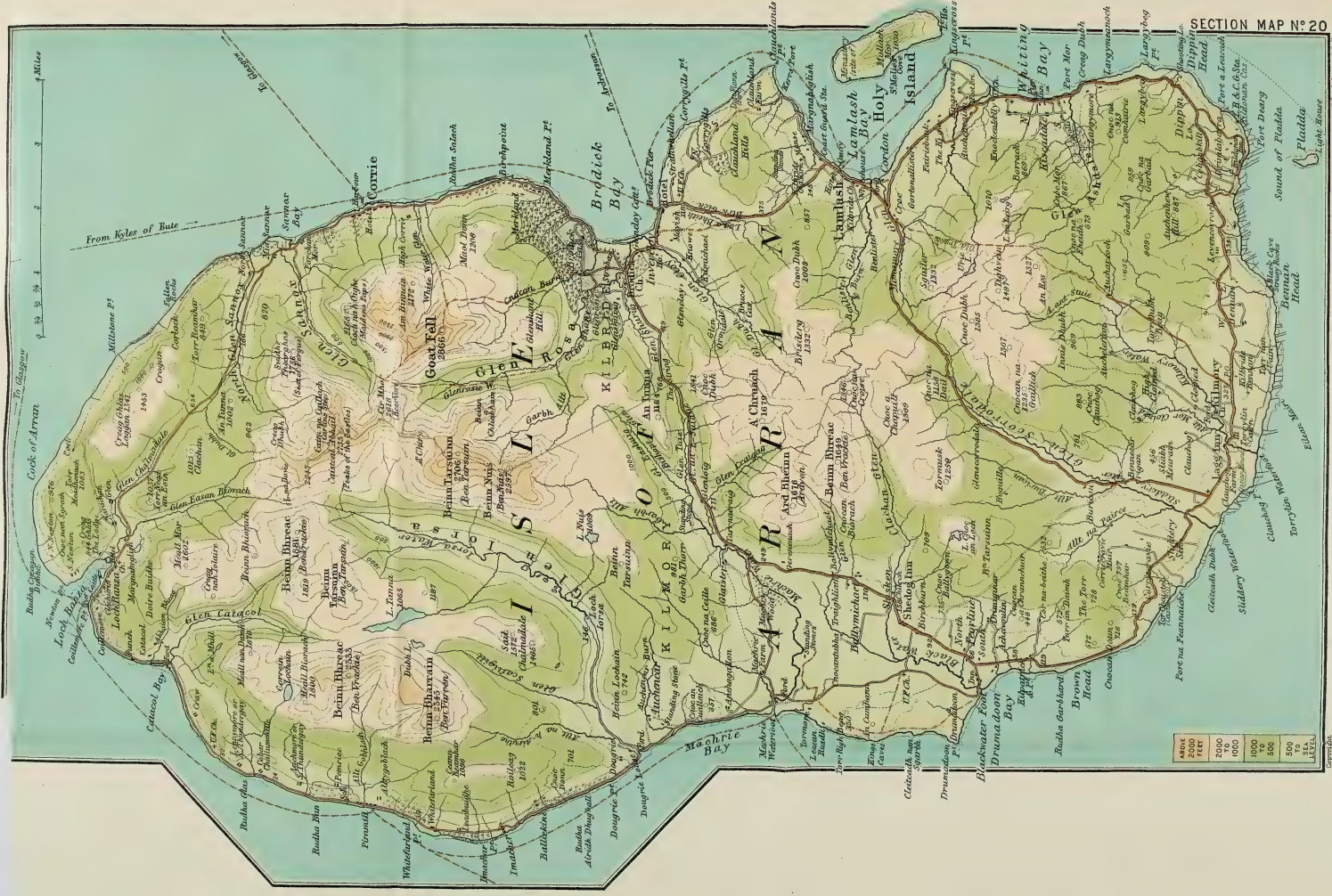
The course from Greenock down the river part of the Clyde is described on page 214. Then (see also p. 181), rounding Bute, we steer for the *Cock of Arran* and **Loch Ranza** (p. 185), whence the description of the tour of the island on p. 187 will enable the visitor to identify the objects seen on it. **Pirnmill** and with (b) **Machrie Bay**, are the calling places. Then, with (a) we cross Kilbrannan Sound to **Carradale**, on the "Mull." An extensive view may be had from *Ben Tuirc* (1,491 ft., the summit of Kintyre), 5 miles away. Ireland is a feature in it, with the whaleback of Knocklayd over Ballycastle conspicuous. Northward are Islay and the "Paps of Jura." In another 15 miles we enter the picturesque harbour of

Campbeltown (Argyll, *White Hart*. Pop. abt. 8,000. Market-day, F.) a well-built flourishing town, with, however, little of special interest. Distilleries, of course, abound. In the main street is an *Iona Cross*, 400 years old, with quaint carving.

Machrihanish, $5\frac{1}{2}$ miles west of Campbeltown by the fertile "**Laggan**" or "**Hollow**" of Kintyre, on its west coast, is famous for its *golf-links*, which are said to be the "finest of all links." It has a large Golfer's hotel ("*Ugdale Arms*"), often crowded.

From Campbeltown to the actual **Mull** (1,309 ft., fine view) is about 15 miles.

A coach leaves Campbeltown for **Tarbert** (35 m.; 10s.) in connection with the "**Columba**" (p. 209), abt. 6 a.m.



ABOVE	FEET
2000	600
1500	450
1000	300
500	150
0	0

SECTION MAP N:20

Copyright

Glasgow to Stirling and Edinburgh, by Loch Lomond and the Trossachs. (Maps opp. pp. 218, 197, 49, 64, 5.)

Glasgow to Balloch (rail), 20 m.; Inversnaid Hotel (steamer), 38; Stronachlachar Hotel (coach), 43; Trossachs pier (steamer), 49½; Hotel, 50½; Callander, 59; Stirling, 75; Edinburgh (by Larbert), 111: (by Forth Bridge) 115.

Besides the through tickets from Glasgow to Edinburgh (21s. 9d., 1st Cl.; 17s. 9d., 3rd Cl.) circular ones are issued, valid during the season, by which the tourist may return direct from Stirling or the Trossachs to Glasgow, without visiting Edinburgh. *See Railway Co.'s Programmes.*

The entire journey from Glasgow to Edinburgh occupies about 9½ hours. There are two through services a day, leaving Glasgow (*Queen Street, Low Level, or Central Low Level*) about 8.20 and 11.20 a.m. Passengers by the first may break their journey for more than 3 hours at any calling-place on the way,—the Trossachs and Stirling are perhaps the most remunerative for the time allowed. There is a third service as far as Stronachlachar and (*on Wed. & Sat.*) a fourth as far as the Trossachs. By the through services there is generally a break of from half-an-hour to an hour at both Stronachlachar and the Trossachs. (*See yellow pages.*)

The Route. The full description given the reverse way (*commencing p. 45*) makes it unnecessary for us to do more than indicate herein the chief points of interest on the journey, which is also described in detail as far as *Inversnaid* on page 196.

The pedestrian has 1½ hours at least for walking the 5 miles between Inversnaid and Stronachlachar. The road commences by a sharp rise (short cut by path), during which there is a beautiful retrospect across the loch and up the Inveruglas glen to Ben Ime. The descent to *Stronachlachar* from the dreary little *Loch Arklet* is slight, the level of *Loch Katrine* being nearly 350 feet higher than that of *Loch Lomond*. The charm of **Loch Katrine** is entirely concentrated at its lower end, before reaching which *Ben Venue* on the right is the only strong feature. A mile short of the outlet of the lake the steamer passes *Ellen's Isle*, the *Silver Strand*, and on the right the *Goblin's Cave*, and then enters the beautiful little bay in which is the rustic pier. Hence to the *Hotel* the road passes through the best part of the *Trossachs*, affording exquisite peeps of the steep and rocky *Ben A'n* on the left (p. 52). From the hotel the road skirts the northern shores of *Loch Achray* and *Loch Venachar*, crossing the new *Brig of Tark* between the two, and traversing the heathery ground at the foot of *Ben Ledi* during the last few miles of its course to **Callander** (p. 48). One mile short of that village it joins the Killin road at the foot of the *Pass of Leny*, just after crossing the Oban railway and the river *Leny*. Between Callander and Stirling the chief objects of interest are *Doune Castle* on the right, and *Dunblane Cathedral* on the left (p. 48). Then, making our last halt at the pleasant watering-place of *Bridge of Allan*, we enter **Stirling** between the *Castle Rock* on the right, and the *Wallace Monument* on the left: For Stirling see page 60. The routes thence to *Edinburgh* by *Larbert* call for no further description than that given on page 46. The *Forth Bridge* route passes *Alloa* (p. 63) and *Dunfermline* (42). The former route takes us to either "Waverley" or "Princes St." station, the latter to "Waverley" only.

For the **Aberfoyle** route see p. 55. There is also a midday coach between Aberfoyle, Lake of Menteith and Port of Menteith Station.

The West Highland Railway.

For contoured map *see p. 75.*

Glasgow to Craigendoran, 23 *m.*; **Garelochhead**, 32; **Arrochar & Tarbet**, 42; **Ardlui**, 50; **Crianlarich** (*ref.-rm.*), 59; **Tyndrum**, 64; **Bridge of Orchy**, 71½; **Rannoch**, 87; **Tulloch**, 104½; **Fort William**, 122½; **Banavie**, 124; **Mallaig**, 164.

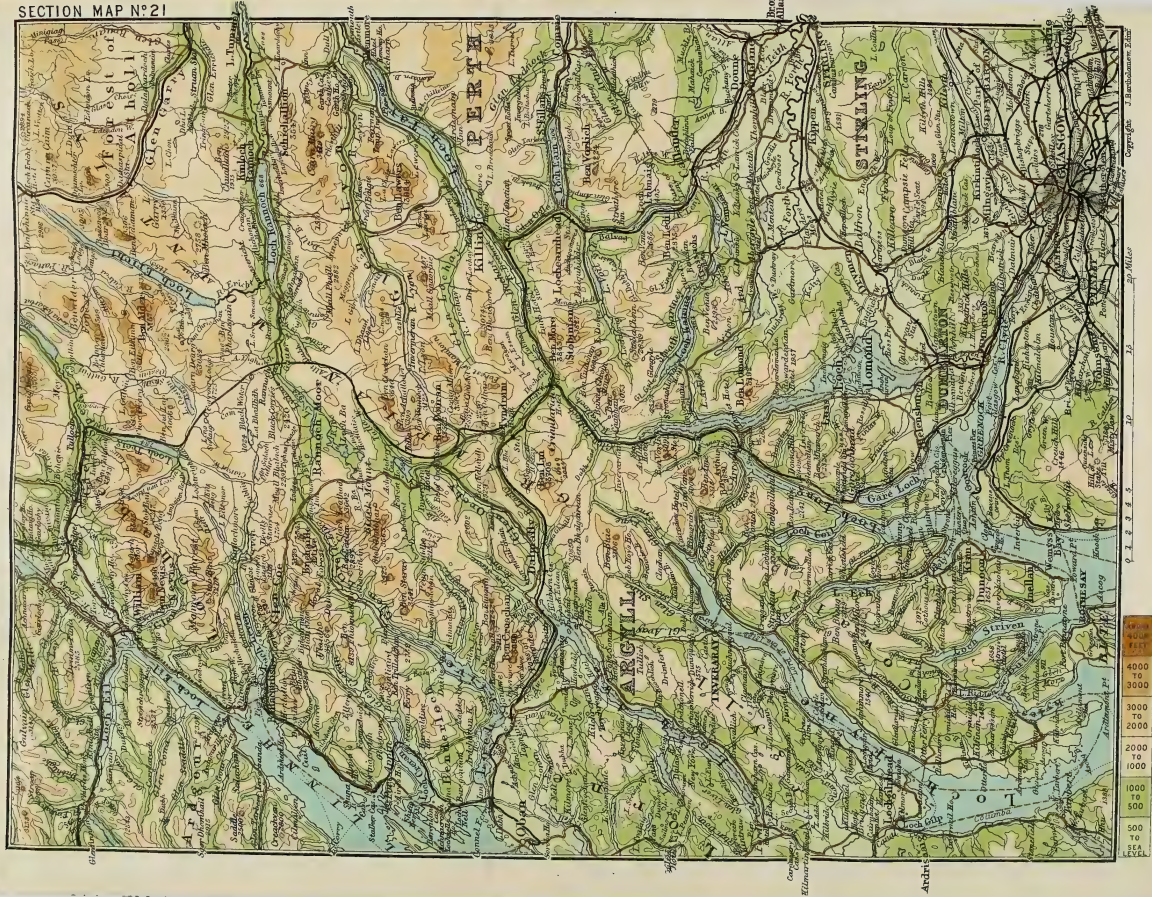
For **Coaches**:—**Bridge of Orchy** to Ballachulish; **Rannoch** to Kinloch Rannoch, and **Tulloch** to Kingussie, *see yellow pages.*

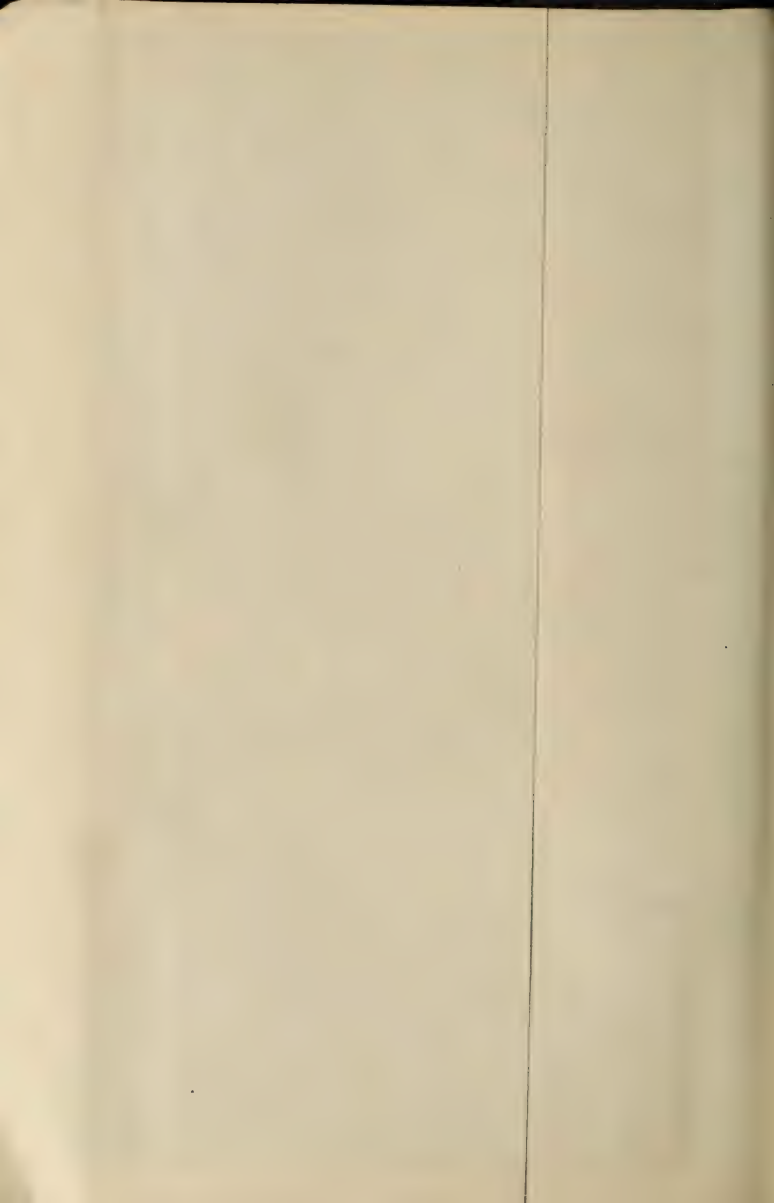
Abt. 3 trains a day in 5¾–6¾ hrs. **Fares** to Ft. William, 16s. 7d.: 9s. 1½d. *Ret.* 27s. 3d.: 15s. **Mallaig**, 23s. 7d.: 12s. 7½d. *Ret.* 38s. 11d.: 22s.

This line, which is a portion of the North British system, passes through and affords commanding views of some of the finest scenery in the Highlands, and in conjunction with the Callander and Oban line, which it crosses at Crianlarich, the Loch Lomond steamers and Mr. Mac-Brayne's steamers, adds indefinitely to the number of Circular Tours. *For the extension to Arisaig and Mallaig see p. 328; Spean Bridge to Fort Augustus, 333.*

The start is made from **Queen Street Station** (High-level) at **Glasgow**, and the distance to Fort William is accomplished in from 4 to 5 hours. The first portion of the new line, from Craigendoran to Crianlarich, affords exquisite views of the Gareloch, Loch Long, Loch Lomond, and Glen Falloch. Thence, until Glen Spean is reached, eighteen miles short of Fort William, the route is over the wildest part of Argyllshire, and contrasts strongly with the varied beauty of the first part. The last section presents grand river "bits," and passes under the northern precipice of Ben Nevis.

From **Craigendoran** the line rises at once, and passing Helensburgh Cemetery (*L.*) affords a fine view down the Clyde. Greenock and Gourock are on the opposite side, and Roseneath (Duke of Argyll) is seen across the Gareloch. Ascending still from (25 *m.*) **Upper Helensburgh**, we see the beautiful **Gareloch** to perfection. **Row** (26½ *m.*) is passed, and (29) **Shandon**, the 'Hydro' at which is almost concealed by the woods which form part of its grounds. The rough mountains seen some distance away in the left front are "Argyll's Bowling Green" (*p. 216*). Then (32 *m.*) comes **Garelochhead** (*p. 218*) seen to great advantage. Still winding upwards we cross a very pretty glen near Whistlefield, and look down upon **Loch Long**, close to its junction with Loch Goil. Hereabouts the "Cobbler"—Ben Arthur—(*p. 200*), comes into view in the left front. The line continues above the woods of Finnart and crosses a short glen, beyond which, for a little while, the loch is lost sight of, but it soon reappears as we cross the watershed between Loch Long and Loch Lomond, and look down *Glen Douglas* with the solitary farm of Tullich in its midst. Here the porphyry rock of the cuttings is noticeable. Down below, on the opposite side, is Glencroe, with Ardgarten House nestling among trees at its opening. The "Cobbler" has meantime assumed his characteristic appearance—a large edition of the strange form on Helm Crag at Grasmere. He may be seen both at work and at rest. Arrochar (*p. 200*) and the





head of the loch look very charming below, and then we reach (42 m.) the joint **Station of Arrochar and Tarbet**,* approaching which the famous Tarbet view of Ben Lomond is the striking feature. Loch Long is changed for **Loch Lomond** in a very short space. The *Tarbet Hotel* appears below, and the loch is seen as far as the islands opposite Luss, with Mount Misery (p. 197) at its far end. Across the loch is Inversnaid, with its celebrated falls (p. 201), and a little further two rings show the position of "Rob Roy's Cave." The line then crosses *Glen Sloy* at a very picturesque part called *Inveruglas*. On an islet close by is an old stronghold of the Macfarlanes. Then, after another viaduct, beyond which we look down almost sheer into the loch, we go through the only tunnel between Helensburgh and Fort William—and this one little more than a bridge. The rock hereabouts is mica-schist, and great engineering difficulties have been encountered. On the road-side below, about 6 miles from Tarbet is the Pulpit Rock—so called from the fact that it is used occasionally by the Minister of Arrochar for the purpose indicated by the name. The mountain on the left is Ben Vorlich.

At **Ardlui** (*hotel*, p. 190) the **Station** is almost on a level with the loch, and from it commences the ascent of *Glen Falloch*. The conspicuous house about 2 miles up, used to be the Inverarnon Hotel. Then, sweeping round to the left, we cross, by the loftiest viaduct on the line, *Dubh Eas* (the "Black Cataract"). Beyond this we have a lovely retrospect of the windings of the Falloch and the uppermost reach of Loch Lomond. On the right is seen the upper part of the *Falls of Falloch*, below which, unseen, is *Rob Roy's Bath*. The gnarled and stunted trees scattered here and there indicate that we have now entered the old Caledonian Forest, and the scenery for the next twenty miles preserves more or less the same character. *Ben More*, with its twin peak, *Stobinian*, is conspicuous on the right and then, from the summit-level (563 ft.) the line drops slightly into the upland wild valley of *Strath Fillan*, crossing the Callander and Oban line just beyond **Crianlarich Station** (p. 69; small *hotel* close by). From about here is a glimpse of Loch Dochart on the right.

From Crianlarich the line rises rapidly along the north-west side of the valley to Tyndrum, affording in the rear a fine view of Ben More, with its dark green flank dropping steeply to the waters of Loch Dochart, and Stobinian, while on the left the fine peak of *Ben Lui* is conspicuous. The lofty truncated cone that comes into view in front about here is *Ben Douan*, which rises to a height of 3,528 feet at the head of Glen Lyon—the longest and one of the finest glens in Scotland (p. 74). Nearly three miles beyond Crianlarich we have below, on the left, a scrap of building that represents the *Priory of St. Fillans*—one of the oldest British churches—with its "Holy Pool," in which lunatics and epileptics were either killed or cured. A mile further, also on the banks of the stream, is *Dail Righ*—the "King's Field"—where in 1306

* Note the tasteful floral display at this and other stations.

Bruce baffled John of Lorn, grandson of the Red Comyn, whom he had murdered at Dumfries. **Tyndrum** has a first-class hotel just below the station (3 min. down; 5 up), and about the same distance from its station on the Callander and Oban line, with which we now part company, catching a glimpse of *Lochan Bhe* as we diverge. Above Tyndrum the disused lead-mines are conspicuous. Then by a wide curve, that may remind Swiss tourists of some of the Alpine railways, we sweep round under Ben Douran, crossing a tributary glen, up which a path leads to the head of Loch Lyon, 6 miles distant. An isolated rock on the left, at the head of Glenorchy, with a bit and a half of stick on the top, is called "Thor's Hammer."

The next station is (71½ m.) **Bridge of Orchy**, station *ref.-rm.* (licensed) 100 yds. distant, whence the distance to the *Inveroran Hotel*, unseen from the railway, is 3 miles. The little hamlet boasts two churches. A little further and we are looking across *Loch Tulla*, with a lonesome islet, to the woody demesne of *Forest Lodge*—a shooting-box of the Marquis of Breadalbane. Farther away are the multitudinous peaks of the Black Mount and Glenetive district—Ben Starav farthest away and highest. At *Achallader Castle*—a scrap of ruin beyond the head of the loch—the Massacre of Glencoe is said to have been planned. Hereabouts Ben Nevis comes into view (N.W.). Note also the "Soldiers' Trenches"—memorials of 1745. On the right hand rise Ben Bui and Ben Achallader, and straight in front may be recognised Ben Alder, to the left of the gap in which Loch Ericht reposes.

The **Moor of Rannoch**, which we are now traversing, cannot be called a cheerful spot. It is one vast area of peat, bog, and old forest, intersected by a chain of lakes, and surrounded by grim, boldly shaped mountains. Engineers found the same difficulty in constructing the line across it as was experienced at Blea Moor on the Settle and Carlisle section of the Midland Railway; indeed, to quote the author of "Mountain, Moor, and Loch"—"as now constructed the line virtually floats over the moor. . . . the permanent way has for its foundation a thick layer of brushwood, making one of the most satisfactory stretches on the line."

Let us, however, glance a moment at the bright side of the subject—more easily realised from a train than when on the tramp. The same author writes eloquently:—"In winter the moor is simply twenty miles square of a study in sepia; but in summer the brilliance of the colouring is marvellous. The purple heather, the green mosses, the yellow grasses, and the rich brown of the peat-hags, with here and there the delicate azure of the harebell—by itself, all but unseen—combine to form a luminous mass of lovely tints. The whole moor appears to be covered with one colossal Turkey carpet, so rich and oriental is the colouring."

As we proceed, nearing Rannoch Sta., the perfect cone of *Schiehallion*, perhaps the shapeliest mountain in all Scotland, comes into view, 20 miles away to the right, and then, after a

* A cheap and admirably got up description of the line, 2s.

glimpse of Loch Rannoch (right) near the foot of *Loch Lydoch*, where the track (p. 242), from King's House to Loch Rannoch crosses, we come to **Rannoch Station** (87 m., 1000 ft. above the sea). Close by is a small licensed refreshment-shop, and a road has been made to the head of Loch Rannoch (6 m.), by which it is $17\frac{1}{2}$ miles to the village of **Kinloch Rannoch** (see p. 139 and, for coach, yellow pages). In the other direction it is 12 to 14 miles to King's House (faint and rough track).

We now ascend to the highest point on the line (1,350 ft.) which is nearly opposite *Corrour Lodge*, seen across the moor to the right. This, with the exception of the Ben Nevis Observatory, is the highest inhabited house in Scotland, being 1,723 feet above the sea.* From about here the top of Ben Nevis may be seen a little N. of W., the Sugarloaf mountains of Glencoe in the S.W., and Ben Alder, N.

After a peep at *Loch Ossian* on the right, we descend till we look down upon the south end of **Loch Treig**—one of the most remote lochs in Scotland—a deep trough $5\frac{1}{2}$ miles long, and $\frac{3}{4}$ wide, through steep barren mountains with a house or two at head. From the head to the foot of the lake the line drops 500 feet, and in one place looks almost sheer down into it. The rest of the route is by the river-side as far as Spean Bridge. Just before joining the Spean, the Treig forms fine rapids, and, looking down the valley, we catch sight of the Morven hills in Mull. Then, crossing the Spean, we turn sharp to the left and come to ($104\frac{1}{2}$ m.) **Tulloch Station** (no inn or refr.-rm.), whence the mail-coach starts for Kingussie (33 m. distant). Close at hand is *Inverlair Shooting Lodge* in a larch plantation, opposite to which the river makes fine falls. Then comes the *Gorge of the Spean*—grand after a good downpour—and the *Falls of Monessie*, with **Roy Bridge Station** (110 m.; hotel close at hand) two miles further. *Keppoch*, a place close by, is the scene of the beginning of the tragedy described on p. 248. River and mountain views are very fine—Ben Nevis prominent. Beyond this we again cross the Spean, and, after noting another fine fall, reach **Spean Bridge Station** ($113\frac{1}{2}$ m.; Inverness, 57; Roy Bridge, $3\frac{1}{4}$; Fort William, $9\frac{1}{2}$; hotel close at hand, B. & A. from 3s. 6d.; Din. t.d.h., 3s. 6d.).† Between this and Fort William we quit the river, and the one imposing feature is the huge northern precipice of *Ben Nevis*, which retains the snow in its crevices all the year through. The famous "*Long John*" Distillery is on the right as we approach Fort William. The station at **Fort William** (p. 243) is close by the steamer-pier, and for Banavie and Mallaig we retrace our course, striking off at the north end of the town, near the partly demolished fort, and crossing the Lochy close to the old Inverlochy Castle. Then a short run across Corpach Moss, with a glimpse of the modern Inverlochy Castle on the right, lands us at **Banavie** ("*Lockiel Arms*," first-class).

For route on to **Inverness** see p. 247; to Mallaig, p. 328.

* 33 ft. higher than the "Cat and Fiddle," near Buxton, but 257 lower than Rumney House, Durham.

† Here the line (in progress) to Fort Augustus branches off (p. 333).

Glasgow to Oban.

(General Map opp. p. 218.)

There are many interesting routes from Glasgow to Oban. We will commence with a summary of those which are practicable in a day's journey, and then briefly point out their relative merits and conveniences.

	Rail	Stmr.	Cch.	Ttl.	Time*		Fares*			
					m.	hrs.	s.	d.	s.	d.
(a) By Stirling and Callander	—	116	—	—	116	4 $\frac{1}{2}$ —4 $\frac{3}{4}$	13	2	7	4 $\frac{1}{2}$
(b) „ Loch Lomond and Crianlarich	62	22	9	93	5 $\frac{3}{4}$ —7	17	0	„	10	6
(c) „ „ Fyne and Inveraray	—	47	72	16	135	9 $\frac{3}{4}$	15	9	„	12 8
(d) „ „ „ Eck	—	47	16	29	92	9 $\frac{3}{4}$	17	6	„	14 9
(e) „ Kyles of Bute and Crinan Canal	22	93	—	115	8 $\frac{1}{2}$	13	0	„	7	6
(f) „ „ „ „ Loch Awe	44	74	16	134	10	17	6	„	13	0
(g) „ „ „ „ Mull of Kintyre	—	22	150	—	172	13	10	0	—	—
(h) „ West H'land and Cal. R'ways	100	—	—	100	various	13	2	„	7	4 $\frac{1}{2}$

* Approximate.

Changes. (a) None.

(b) Train to steamer at Balloch; steamer to coach at Ardlui; coach to train at Crianlarich.

(c) Steamer through to Inveraray, or train to steamer at Greenock or Gourock; steamer to coach at Inveraray; coach to train at Dalmally.

(d) Steamer through to Dunoon, or train to steamer at Greenock or Gourock; steamer to coach at Dunoon; coach to steamer at Inverchapel; steamer to coach at Locheckhead; coach to steamer at Strachur; steamer to coach at Inveraray; coach to train at Dalmally.

(e) Steamer through to Ardrishaig, or train to steamer at Greenock or Gourock; sea-steamer to canal-steamer at Ardrishaig; canal-steamer to sea-steamer at Crinan.

(f) Steamer through to Ardrishaig, or train to steamer at Greenock or Gourock; steamer to coach at Ardrishaig; coach to steamer at Ford; steamer to train at Lochawe.

(g) Train to steamer at Greenock.

(h) North British to Caledonian railway at Crianlarich. A fine route for those who have already travelled over the other portion of the Callander and Oban railway between Callander and Crianlarich.

* * * For c, d, e, and f routes tourists may take train from Glasgow to Craigendran; thence steamer to Dunoon, where all the steamers call.

Hints as to Fares and Booking. Through tickets are issued on all the routes. The “steerage” on the passenger boats is comfortable enough, but few tourists will care to travel anything but “cabin” on the mixed passenger and cargo boats. The accommodation is universally good. The coach-fares run high, but the steamer charges are very moderate, and the boats themselves excellent, notably the “Columba,” and the “Lord of the Isles,” which rank amongst the finest of their kind afloat and run more than 20 miles an hour.

* * * There are a large number of **Circular Tours**, combining two or more of these routes, for which tickets are issued at somewhat reduced rates. Full particulars will be found in the *Official Guides* published at the price of a few pence by the railway and steamboat companies; also in the *Official Guide* (6d. and 1s.) issued by Mr. MacBrayne, whose steamers traverse all the main water-roads between Glasgow, Oban, Inverness, Skye, Lochinver, Stornoway, and the rest of the Hebrides.

Comparison of Routes. All these routes pass through scenery of a high order, and it would be presumptuous to recommend absolutely any particular one above another. Setting aside considerations of time and money, the choice depends on individual taste and the opportunities the tourist may have already enjoyed, or be intending to enjoy, of seeing on another occasion any particular part of the district traversed by them. Loch Lomond deservedly ranks as the "Queen" of Scottish lakes, and those whose programme does not admit of their seeing it during any other part of their tour will probably choose the route which includes a sail along its whole length, especially as the last part of the journey, from Crianlarich to Oban, fully maintains the high character of the first part, though the scenery suffers from the disadvantage of being looked at from a train. The comparative vastness of Scottish landscape, however, gives it an advantage, when seen from a railway, over the smaller-featured beauties of the sister country. The habitual traveller from Manchester to London, through the Peak district, passes from time to time within view of the most exquisite *morceaux* of limestone scenery with scarcely a suspicion of their existence, so rapidly do they come and go, but in Scotland, by reason of the space occupied by each separate view and the comparatively slow rate of speed attained by trains as they labour up and down the heavy gradients, the tourist has almost leisure to contemplate each particular scene of interest.

Those who have other opportunities of seeing Loch Lomond and who like a "smack" of the sea with only a little risk of experiencing its discomforts, will probably choose the Crinan Canal route. By so doing they will see the Clyde to its greatest advantage, and gain some inkling of the characteristic scenery of the west coast of Scotland, though south of Oban it does not rise to that pitch of excellence which it attains farther north. The Loch Awe variation upon this route is not unworthy of the extra time and money spent upon it, the sail up the loch itself with Ben Cruachan towering in front the whole way, being especially fine. The best part of the scenery visible from the Loch Awe route is also embraced in the two which make Inveraray their "half-way house," the descent from the col between that town and Dalnally commanding a splendid prospect of both lake and mountain. The short cut from Dunoon to Inveraray by Loch Eck has much beautiful scenery, of a somewhat more subdued cast, to compensate for the large proportion of the time spent in changing conveyances.

The more adventurous journey, by the "goods and passenger" boats round the Mull of Kintyre, is hardly to be recommended to those who wish to acquaint themselves with the scenery between Glasgow and Oban, inasmuch as a considerable portion of it is performed in darkness. Otherwise, it forms the first stage of the most glorious sail in the British Isles. The new route by the "West Highland" gives the Gareloch, Loch Long, and the upper part of Loch Lomond in one journey—a splendid route.

For Glasgow to Oban by Loch Gail and Inveraray, see p. 216.

Cyclists can choose between the Loch Lomond and Loch Long routes. The Loch Lomond runs the length of that loch from Alexandria, 19 m.; by Luss (28) Inverbeg Inn (31), Tarbet (36), and Ardlui, 44½; to Crianlarich (53), where it joins the Callander and Oban route, *p. 65 and pink pages*; total distance, 96 m. Fine running to Crianlarich. Bad and hilly and scarcely used between Tyndrum (58 m.) and Dalmally (70). Rest variable.

The **Loch Long** (shorter) route passes through Helensburgh (24 m.), Gareloch head, 31½; Arrochar, 49; over Glencroe and round the head of Loch Fyne to Inveraray, 71, and Dalmally, 87—93 in all. Stiff hill between Gareloch and Loch Long; fine roads along Loch Long and Loch Fyne; very bad over Glencroe; hilly from Inveraray to Dalmally.

* * * These routes are only 1½ miles apart at Tarbet and Arrochar.

Glasgow to Oban, by Stirling and Callander. (Rail.)

Glasgow to Stirling, 29 m.; Callander, 45; Oban, 116.

Through carriages attached to all trains.

The first part of this route, as far as Larbert, 21 miles from Glasgow, calls for no description. The *Campsie* and *Kilsyth Fells*, rising on the left hand nearly the whole distance, represent the southern boundary of the Highland country, which, however, only begins in earnest on the far side of them, among the upper waters of the Forth. Just short of *Larbert Junc.* the "West Coast" route from the South, and the joint North British and Caledonian route from Edinburgh converge.

For a full description of the route onward, as far as Callander, see p. 47, and from Callander to Oban, p. 65.

Glasgow to Oban, by Loch Lomond and Crianlarich.

Glasgow (Queen St., or Central, both Low-level) to Balloch (train), 20 m.; Tarbet (steamer), 36; Ardlui (head of Loch Lomond), 42; Crianlarich (coach), 51; Tyndrum (train), 56; Oban, 93.

There are generally two services a day connecting Glasgow and Oban by this route, the times of which will be found in the Loch Lomond table of our Yellow sheet. One afternoon service (two on Saturday) also proceeds as far as Ardlui at the head of Loch Lomond.

The **steamer service** on Loch Lomond is well conducted, and refreshments of all kinds are provided at moderate charges. The only objectionable feature is the utterly indefensible "pier-dues" exacted from the traveller whenever he sets foot, either in embarking or disembarking, on any one of the rough plank-and-pile structures which serve us as landing-stages. The piers, it should be added, do not belong to the Steamboat Company.

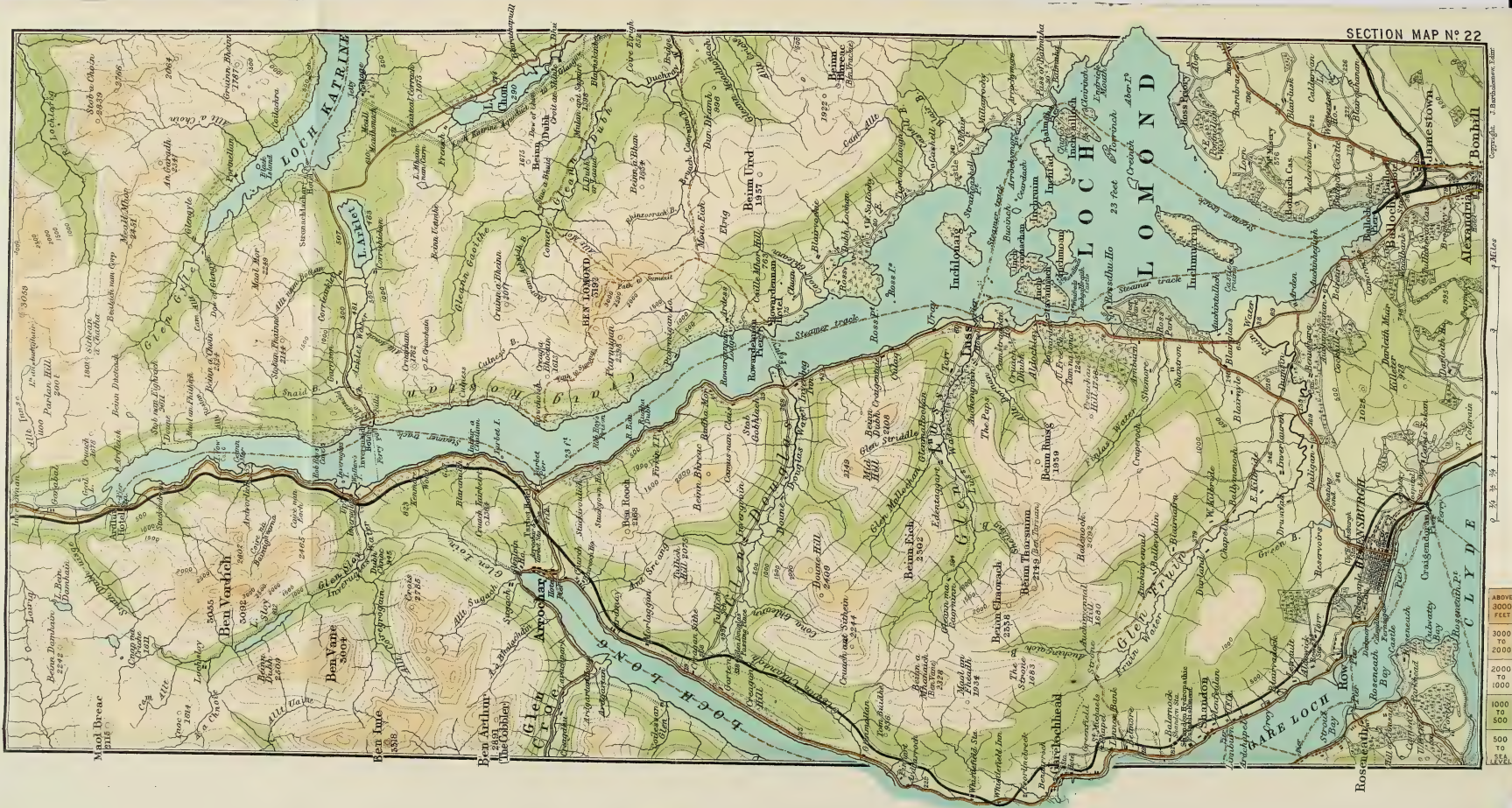
This is without doubt the finest of the land-routes from Glasgow to Oban. Of course it may be varied by taking the West Highland R'way (*p. 190*) as far as Crianlarich, and there changing.

The Route. The first part of the journey by either route (N. B. or Cal.) is underground. Issuing from the tunnels, we soon reach the Clyde near the end of the Forth and Clyde Canal and the busy port of *Bowling* (10 m.). Four miles farther **Dumbarton** (probably "the hill of Bretone") is reached.

Dumbarton (*Elephant*, poor, C.T.; *Pop.* 20,000) is an unsavoury town with no possible interest for the tourist except that which is supplied by the situation and history of its **Castle**. The double-crested hill (*abl. 300 feet*) on

The
st.
it
m.
m
ch
to
th
e;

on
r.
e.
r.
e.



which this structure stands is a prominent object in the sail down the Clyde for many miles. It is $1\frac{1}{2}$ miles from the principal station, through the town and past Denny's Shipbuilding Yard (much nearer from the East, *Cal.*, station), and now principally occupied by modern barracks. The ascent is made by a flight of 365 (!) steps in the cliff between the two summits, and through a narrow archway, on either side of which are rudely carved heads of Wallace and his betrayer, Menteith. From the summit of the higher crest, called "Wallace's Seat" there is a good view over the Clyde and northwards to Ben Lomond and the neighbouring outliers of the Highlands. On the way up is the Armoury with a few old swords from Bannockburn, &c.

It is accounted doubtful whether Wallace ever was at Dumbarton, and the story may have arisen from the fact that Menteith was governor of the town. Mary Queen of Scots, however, remained here for a few weeks on her journey from her infant-home on the Lake of Menteith to the French Court, and during her subsequent reign the apparently impregnable height was scaled and taken in a night attack by a handful of men under Crawford of Jordanhill.

Should the steps be "too many" for you, stroll on to the disused pier just beyond, where are a Refr.-room (*temp.*), the engine built in 1824 for the paddle-steamer *Leven*—the first production of Sir Robert Napier—and a fine view up and down stream.

There is a pretty view from the town bridge Ben Lomond one way, the Castle the other.

From Dumbarton the joint Balloch line branches north along the valley of the Leven, by which the waters of Loch Lomond find their way to the Clyde. The word "Leven" comes from two Gaelic words signifying the "grey stream." Oddly enough, the most famous of the English Lakes is connected with salt water by a river of the same name, and about the same length. In both instances the names are true to reality, though in the case of the Leven of Loch Lomond, the extensive bleaching and dyeing businesses which are carried on by its side may some day destroy the appropriateness. There is quite a forest of chimneys rising round the chief centre of all this industry.—**Alexandria** by name, and so called from a member of the Smollett family, to which the country round owes, in no small degree, its prosperity and its smoke. The novelist Smollett was born hereabouts in 1721, —a fact which is commemorated by an obelisk in the village of *Renton*, half-way between Dumbarton and Balloch.

At **Balloch**, where are two hotels (*Colquhoun Arms, Tillychewan Arms*, *Temp.*; *C.T.*; *B. & A.*, 2s. 6d.), the train pulls up at the steamboat pier, and the vessel starts at once, passing on the right *Balloch* and *Boturich Castles*—the latter in front of a green height called *Mount Misery*, and several fine mansions on the left. *Duncruin*, wooded to the top, rises a little beyond Mount Misery.

The full beauty of **Loch Lomond** can hardly be appreciated during the first few miles of the run. Its lowest expanse, south of the islands, is somewhat straggling, and lacks character. The length of the lake, as the crow flies, is 21 miles, but the zigzag course often pursued by the steamer at the commencement of the voyage, increases the distance to about 24. The extreme width, from east to west, between the islands, is 5 miles, and perhaps the best general view of the water and its surroundings is obtained during the passage along the line of the islands between Balloch and Balmaha. Some of the steamers, however, do not call at Balmaha, but take a direct line to Luss.

Loch Lomond has a just claim to the title of "Queen of the Scottish Lakes." In individual features it is surpassed by other lakes. It has neither the matchless depth and delicacy of colouring which characterises the foot of Loch Katrine, nor the wild grandeur of Loch Coruisk, nor the dignity of Loch Maree, but, taken as a whole, it blends together in one scene a greater variety of the elements which we admire in lake scenery than any other Scottish loch. In one feature it stands unrivalled. That peculiarly British enhancement of lake scenery which is imparted by **islands** rising from the mid-waters is nowhere more exemplified than on Loch Lomond. In this respect Killarney, Windermere, Derwentwater, and Maree, must all yield the palm, while the Swiss and other lakes of southern Europe, it is needless to add, have nothing whatever to show in competition, unless those "triumphs of the pastrycook's art"—as some one has aptly called the Borromean Islands on Lake Maggiore—be accepted as representatives of this particular element of beauty. In short, nothing except Ellen's Isle on Loch Katrine has a chance of successful rivalry, and even Ellen's Isle owes as much of its loveliness to the purple rocks and silver "birks" of the encircling mainland as to its own merits. Next to Loch Lomond, Lough Gill in County Sligo is perhaps the most beautifully "islanded" lake of the kingdom.

The largest of the islands, and the first we pass in our voyage up the lake, is *Inchmurrin* ("the grassy island"), utilised as a deer-park by the Duke of Montrose, and containing at its southern extremity the ruins of an old fortress of the Earls of Lennox, whose ancient seat occupied the site of *Boturich Castle*. On the west side, almost opposite the south end of Inchmurrin, the *Fruin Water* enters the lake. In the glen through which it flows a terrific combat is related to have taken place some two centuries ago between the Macgregors and the Colquhouns, arising out of a series of deeds of violence and reprisal on the part of the former, which, had they been committed by ordinary men in an ordinary country, would simply have stamped the perpetrators as barbarians. Two hundred of the Colquhouns were slain. Their widows passed by the king in procession, and were avenged by the proscription of the names and the confiscation of the lands of their husbands' murderers.

When the steamer does not call at Balmaha, it leaves Inchmurrin on the right, and passes between the mainland and Inchtavannach (see below) to Luss. The finest views, however, are obtained when the course is along the line of islets from Inchmurrin to *Inchcailloch* ("island of women"), one of the most picturesque of the group, and only separated from the mainland by a narrow channel. It is finely wooded—chiefly with oak. The name is due to a nunnery once existing upon the island. It also contains an old burying-place of the Macfarlanes.

The sameness in the view over the east side of the loch at its widest part is broken by a pyramidal hill called Dunggoyne, and forming one of the Campsie Fells.

Close to our first calling-place, **Balmaha**, is the small pass of the same name, once a favourite portal for highland raids on the low country. Hence, bearing west, we pass a succession of the larger islands. *Inchfad* ("long island"), cultivated; *Inchcrum* ("round island"); and *Inchconnachan* ("dog island"). Behind the last named are *Inchmoan* ("peat island") and *Inchtavannach* ("monk's island," from its having contained a monastery), the former flat and boggy; the latter richly wooded, and rising to a greater height (200 ft.) than any of its fellows. As we cross the lake, *Ben Lomond* comes into more prominent view on the right shore, and *Ben Vorlich* rises gracefully at its northern end.

Luss, our next calling-place, is a pleasant little village, at first sight not unlike many that one sees on the shores of Swiss lakes. It contains a very reasonable hotel, and is a good centre for fishing and visiting the islands (*boats 2s. a day*). The neighbouring height of *Strone Brae* ("the projecting hill") on the north, and only a few minutes' walk from the hotel, commands a fine view of the lake, as also does the summit of *Inchtavannach*.

From Luss our course is northwards, past *Inchlonaig* ("marsh island") to **Rowardennan**. On our way thither the lake narrows and the mountains close in. The *Rowardennan Hotel* is the best starting-point for the ascent of *Ben Lomond*. (See p. 306.)

Rowardennan to Aberfoyle. *Pedestrian route*, (4-5 hrs.). This walk is fully described the reverse way on pages 58 and 59. From the point at which it leaves the *Ben Lomond* track, 1,500 feet up the mountain, there is little or no path until the *Duchray Water* is crossed, that is, for about 4 miles.

Follow the *Ben Lomond* track for nearly 2 miles, until it bends slightly to the left and makes straight for the top of the mountain. Then strike due east across the almost level moor, looking down a small glen into *Loch Lomond* on the right. In a short time you will reach a burn which descends eastwards down a narrow little ravine. Keep this burn on the left—there is a narrow path here and there—until it turns away from the straight course. Then make right ahead for the *Duchray Water*, visible in front. Cross it by a wooden bridge where it turns sharply to the right, and surmount the small ridge on the far side. About the summit a plain track commences and, crossing the channel of the *Glasgow Water Works*, descends to the west end of *Loch Ard*, where it joins the road from *Invernaid* to *Aberfoyle*, 5 miles short of the latter place.

The hotel at *Rowardennan* is a few hundred yards from the pier. Bathers may enjoy a capital "dip" by crossing a field to a little rocky promontory south of it. From the pier there is a ferry to *Inverbeg* (inn, 5 m. from *Tarbet*, 3 from *Luss*), whence a track crosses through *Glen Douglas* to the high-road on the side of *Loch Long*. The distance is 6 miles, and the height of the col 500 feet.

Between *Rowardennan* and *Tarbet* we sail under the western buttress of *Ben Lomond*, the "*Craig Royston*" of *Sir Walter Scott*, which two centuries ago echoed back the vengeance-cry of the *Macgregors*:—

"Through the depths of *Loch Katrine* the steed shall career,
O'er the heights of *Ben Lomond* the galley shall steer,
And the rocks of *Craig Royston* like icicles melt,
Ere our wrongs be forgot or our vengeance unfelt."

A little short of *Tarbet* is a cavity on the crag-side called *Rob*

Roy's Prison. The **Tarbet Hotel** is a large and prosperous establishment in a very fine situation. P.O. chief del. abt. 10; desp. abt. 6.50.

Here the new **West Highland Railway** comes alongside the loch, after leaving Loch Long, near Arrochar. (See p. 190.)

Tarbet to Inveraray. *Arrochar Hotel (Loch Long) 2 m.; Cairndow Inn, 14; Inveraray, 24.* Pedestrians save 4 miles by crossing the ferry from St. Catherine's to Inveraray (2 m.; Public ferry several times a day, 6d. Boat at any time, 1s.). Cycling, p. 196.

From Tarbet we cross the narrow isthmus which separates the head of the fresh-water Loch Lomond from the salt-water Loch Long. The interspace is verdant and well-wooded.

At **Arrochar** there is a fair-sized hotel with moderate charges. Loch Long is fully described on page 207. From Arrochar the road doubles round its northern extremity, and then skirts its western side for about 2 miles as far as the entrance to Glencroe. The most striking feature about here is *Ben Arthur*, familiarly known as the **Cobbler**, and so called from the supposed resemblance of its rocky profile to the characteristic visage of that useful artisan. Cobblers are not accounted handsome as a class, and this one forms no exception to the rule. Whether at work or at play—and nature represents him at both—he may be recognised by his ill-favoured countenance and snub nose.

There is a charming walk from **Arrochar** up **Glen Loin** over the col (500 ft.) to **Inverglas Water** and down that stream to Loch Lomond (5 m.), whence back by high road to **Tarbet** (4 m.), or on to **Ardlui** (4½). Map p. 197.

Glencroe is a wild mountain-pass, less bold and rugged than Glencoe, but containing much in common with that masterpiece of sterile grandeur. It strikes upwards from Loch Long to a height of 860 feet, by an ascent at first gradual, but steep during the last mile or two, in which the road zigzags. At the top of the pass is a stone on the right hand called "Rest and be Thankful" (7½ m.) which had the good luck to attract Wordsworth's attention, and was "canonised" forthwith. Looked at prosaically it is simply a milestone gone wrong.

[From this point a rough carriage-road along *Glen More* strikes off to the left, and after a slight rise drops into the *Lochgoilhead* and *St. Catherine's* coach-road (p. 206) near the head of *Hell's Glen (Glen Beg)*. The distance by it to Lochgoilhead is about 6 miles, and to St. Catherine's 10 miles. For the pedestrian it is a prettier than the coach-road we are now describing, and no longer.]

From "Rest and be Thankful" the Inveraray road turns northward and, passing between *Ben Ime* and a dreary sheet of water called *Loch Restil*, descends rapidly to *Glen Kinglas*, "grey head,"—a name probably derived from a mountain on its south side, *Ben Lochain* (2,955 ft.), which bears a striking likeness to an old man's face, and, as seen from Inveraray, is often mistaken for the "Cobbler." About 3 miles down it the pedestrian may take the road to the left, descending to, and crossing the stream, and proceeding thence to **St. Catherine's**. Close to a lodge about half-a-mile beyond the bridge the drive to *Ardkinglass House* diverges on the right. Following the drive and passing behind the house, you will reach St. Catherine's by a road which skirts the shore of Loch Fyne all the way, and is rather shorter than the high-road. At *St. Catherine's* there is a good inn.

The high-road to Inveraray reaches the shores of Loch Fyne near the **Cairndow Inn**, beyond which it makes a tiresome circuit round the head of the loch, whence Glen Fyne extends northwards between *Ben Buie* and *Ben Lui*. Nearly 4 miles down the loch, on the western side, is *Dunderave Castle*, a turreted tower close to the shore. Before reaching Inveraray another wide circuit is made round the little arm of Loch Fyne called *Loch Shira*. Then the road skirting the base of *Dunquoich*, and passing a picturesque burial-ground and the highland home of the Duke of Argyll, enters **Inveraray** (p. 203).

From Tarbet a deep depression in the hills on the left extends to Arrochar at the head of Loch Long, and beyond it a glimpse of the "Cobbler" (*Ben Arthur*) is caught. The summit of Ben

Lomond, too, has re-appeared to the south-east, presenting from about here a pyramidal form. Our course now lies between lofty green hills, abundantly wooded up to a considerable height above the water's edge, to **Inversnaid** (good *Hotel*), where there is a great landing of passengers for Loch Katrine and the Trossachs (*p.* 182). As we approach the pier, the *Inversnaid Waterfall* comes into view south of the hotel, its proximity to which has not enhanced that natural beauty which caused Wordsworth to sing so sweetly about it half-a-century ago. Pleasant walks have now been made above the fall, but when the poet met his "Highland girl" here, the surroundings were on a much humbler scale. Then—

"the cabin small,
The lake, the bay, the waterfall"

comprised the scene which the poet felt was "made for her—the spirit of them all," and by whose influence he was himself led into a momentary yearning to become a "shepherd," with the wee lassie, of course, as a "shepherdess." Now, both poet and lassie would, we fancy, prefer to feed their flocks in a more secluded locality.

Opposite Inversnaid is the small glen of *Inveruglas* ("mouth of the grey water"), on the north side of which a track leads to *Loch Sloy* (3 m.), a narrow sheet of water closely hemmed in by the precipitous sides of Ben Vorlich on the right, and Ben Dhù on the left hand. On an islet in a little bay north of Inveruglas stand the ruins of an old stronghold of the Macfarlanes, after which we pass, on the east side of the water, about a mile above Inversnaid, *Rob Roy's Cave*, a narrow opening close to the water's edge, and only distinguishable by two circular marks on the face of the rock. The mountains on each side, still green and woody, now approach yet nearer to one another, and a short distance before reaching the narrowest part of the lake, we pass another islet, crowned by another Macfarlane stronghold. In a few minutes more the steamer is "brought to" at the **Ardlui** pier—close to the *hotel*—where the coach is waiting to take on the passengers to Crianlarich. The hotel is a very fair one. The railway station (*p.* 191) is close by.

After leaving Ardlui, the coach passes, in 2 miles, Inverarnan, beyond which the road ascends **Glen Falloch**, attaining its greatest height (600 ft.) a little short of Crianlarich station. The lower part of the glen is well wooded, and the river, which has a somewhat sluggish course for some little distance before entering Loch Lomond, runs swiftly over a rocky bed in its higher parts, forming about $2\frac{1}{2}$ miles above Inverarnan the *Falls of Falloch*. Before reaching **Crianlarich** the nearer hills on the right drop down to Glen Dochart, and disclose the huge mass of *Ben More* and its almost, in appearance, twin brother, *Stobinian*, on the right. Each resembles a pyramid with its top cut off.

For **Crianlarich** (hotel close by) and the railway thence to Oban, see *p.* 9; to Fort William and Banavie, *p.* 191.

“Lord of the Isles” Route.

(*General Map opp. p. 218.*)

**Glasgow to Oban by the Kyles of Bute (or Loch Eck),
Loch Fyne, Inveraray, and Dalmally.**

Main Route. *Glasgow to Greenock (rail, Princes Pier), 25 m.; Gourock, 26; Dunoon (steamer), 30; Rothesay, 40; Strachur, 90; Inveraray, 94; Dalmally (coach), 110; Oban (rail), 125.*

— **Loch Eck Route.** *Map opp. p. 204. Dunoon to Inverchapel (coach), 8 m.; Locheckhead (steamer), 14; Strachur (coach), 19; Inveraray (steamer), 24. Total distance from Glasgow to Oban, 92 m.*

Both Routes. *Coach leaves Inveraray about 2 p.m., connecting at Dalmally with train due at Oban about 6.30.*

The “Lord of the Isles,” one of the finest of the Clyde steamers, leaves Glasgow daily about 7.20 and Greenock (Princes Pier) and Gourock (in connection with morning trains from Glasgow) about 2 hours later. It calls at Dunoon, where passengers from Edinburgh and Glasgow by the N.B. Railway *viâ* Craigendoran Pier may join it.

For the Loch Eck route passengers quit the “Lord of the Isles” at Dunoon and rejoin it at Strachur.

The route of the “Lord of the Isles” is the same as that of the “Columba” (*p. 205*), as far as the upper reach of Loch Fyne, which commences opposite Ardrishaig.

Hence the distance to Inveraray is about 20 miles, and the loch is from 1 to $1\frac{1}{2}$ miles wide. The hills do not exceed 1,500 feet in height on either side, and their outline is not at all striking. The shores, however, are in places well, though not variously, wooded. Almost at the entrance of this reach of the loch a sand-bank runs out into the middle from the eastern shore. In 4 miles we pass *Loch Gair* (“short loch”) on the left, and, about the same distance further on, the mansion of *Minard* on the same side. Further on the granite-quarries of Crarae and Furnace, whence come the paving-stones of Glasgow, are very noticeable. The towering height far away beyond the head of the loch is Ben Lui, between Tyndrum and Dalmally. At Strachur, 8 miles higher up the loch, the Loch Eck route converges.

Loch Eck Route. From Dunoon the coach takes the coast-route through *Kirn, Hunter’s Quay*—leafy and luxuriant—and *Sandbank*, whence it proceeds round the head of the *Holy Loch* into the *Echaig* valley, whose waters connect Loch Eck with the sea. At *Inverchapel* the passengers are transferred to the little steamer “*Fairy Queen*,” which conveys them the whole length of the loch.

Loch Eck is, in relation to its length (*7 miles*), the narrowest lake in Scotland. Though so near the busy scenes of the Clyde, it has a completely out-of-the-world appearance, and except when the little steamer takes its freight of passengers up and down it twice a day, its waters rest in their deep basin undisturbed.

The mountains on both sides are high, green, and steep, sinking directly into the lake with little intervening space of pasture-land. A road hugs the eastern shore, passing about half-way the *Whistlefield Inn*, whence the pedestrian may reach Ardentiny on Loch Long in about 5 miles, climbing to a height of 550 feet on the way.

From the upper end of the loch, where another coach is in waiting, it is nearly five miles to **Strachur**, on Loch Fyne. The bottom of the valley is flat and cultivated, and no greater height than 200 feet is attained. The distance from the village of Strachur to the pier is upwards of a mile; on the way are *Strachur House* and grounds. There is a time-honoured inn at Strachur, and another comfortable little hostelry called “Creggans,” close to the pier.

Pedestrians who do not catch the “Lord of the Isles” at Strachur, must walk on to *S. Catherine’s* (4 m.; Hotel), and thence ferry across to **Inveraray**. The road skirts Loch Fyne and presents a beautiful view of the town of Inveraray, with the woody, tower-crowned hill of Duniquoich on its right, and the bold, yet graceful, outline of Ben Cruachan over the gap of Glen Aray. Seen from a little distance it wears a foreign look.

Inveraray.

(Map opp. p. 204.)

Hotels :—*Argyll Arms*, first-class, B. & A. from 4s.; *George, B. & A.*, 3s. 6d.; both c.t.; *Temperance* (small). **Pop.**, 720. *P.O.*, *del. abt.* 7 a.m., 4 p.m.; *desp.* 10 a.m., 2 and 9.30 p.m. *Episc. Church*.

Inveraray is one of the smallest and most insignificant of towns, though it is not only the capital of a county, but also the principal seat of the Duke of Argyll, the centre of the vast area of “mountain and flood,” ruled over for many centuries by the MacCallum Mor. It possesses a large hotel, the *Argyll Arms*, overlooking the bay, and near the entrance to the Castle, as well as a smaller one, and has of late years been brought into a more prominent position on the thoroughfares of Scotland by the establishment of the “Lord of the Isles” steamer-service. The town itself is very picturesquely situated on a flat promontory at the foot of Glen Aray, and immediately beneath the wood-covered slopes of Duniquoich. With one exception—Dornoch (pop. 514)—it may boast of being the smallest county-town in Britain.

Perhaps the most striking feature of the immediate neighbourhood of Inveraray is the abundance, variety, and size of the timber. Oak, beech, fir, lime, and ash, one and all are represented by some of the finest specimens of their kind to be found in all Scotland, and except, it may be, in the famous Yorkshire glades of Studley Royal, it would be difficult to match them in the north of England.

A line of white houses extends from the pier along the south side of the bay to the ducal grounds. From it the wide main street strikes at right angles.

Here is the “**Kirk**,” recently restored and remodelled in its interior by the Duchess of Argyll. In the garden of the Union Bank, on the left and just seen behind the wall, is a monument erected in memory of those members of the Clan Campbell who, having participated in the Duke of Monmouth’s rebellion in 1685, were overtaken and slain near this spot. On the shore, too, opposite the end of this street, is an elegant *Iona Cross*, several centuries old, and commemorative of a distinguished Gaelic family with a terribly long name. The **Episcopal Church**, in the Town Avenue, contains a handsome brass to the memory of the late Duchess. This beautiful avenue of beeches, planted by the Marquis of Argyll, and one of the features of Inveraray, runs at first parallel to the main street, but extends about a mile, turning up at the end to an iron gate by which the *Deer Forest* is entered. Almost directly facing this is the famous **Marriage Tree**, so called from the peculiarity of its growth.

Inveraray Castle. This ducal residence, more massive than handsome in appearance, stands on the level ground at the mouth of the Aray, well back from the bay, from which it is separated by a spacious ornamental lawn and the high-road to Tarbet. The building forms a square, with corner turrets and a raised pavilion in its centre. The original structure has been somewhat altered in design by the restoration which was effected after it was partially burnt down in 1877. The tapestry is worth seeing. All the pictures are portraits. By the kindness of the Duke of Argyll visitors are allowed to pass through the grounds with certain limitations.

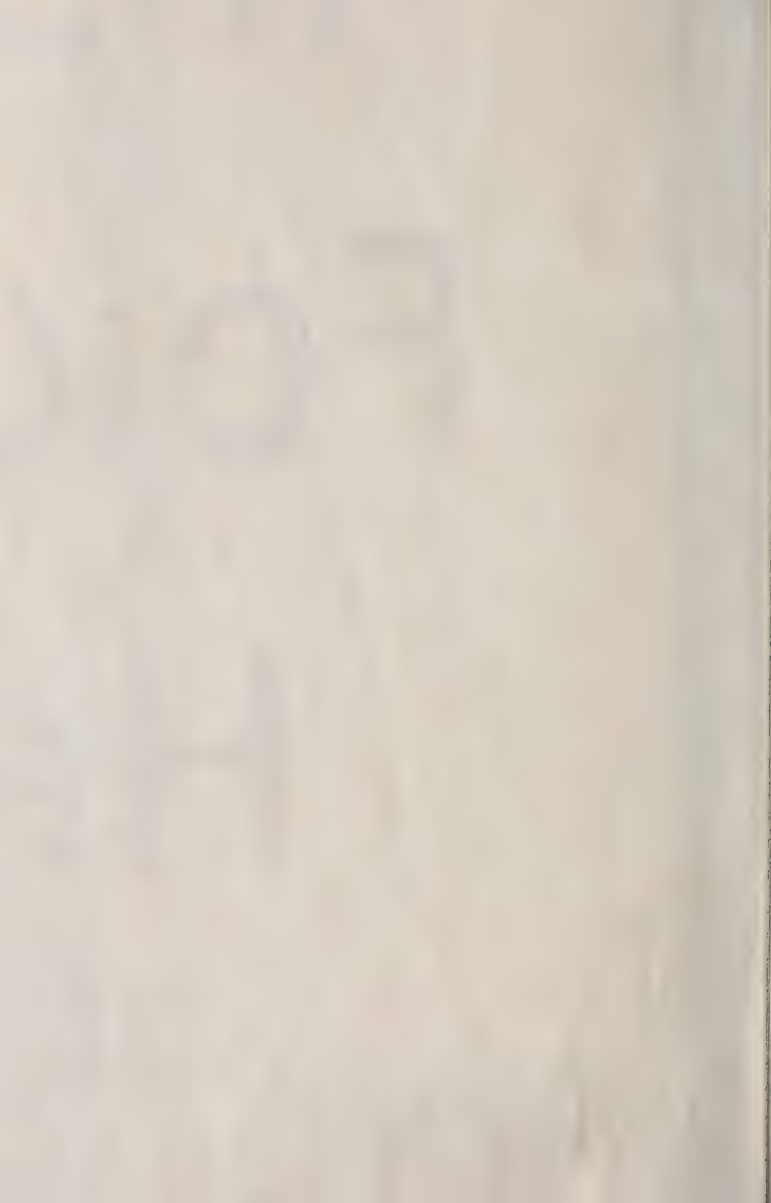
Ascent of Duniquoich ("Fortress of the Cup"), 900 ft.; 2 hours' up and down.

Everyone who has a few hours to spare at Inveraray should climb this beautiful little wooded hill. The view from the top is not extensive, but it fixes on the mind a perfect impression of everything worth remembering about the town and neighbourhood. The best route is as follows :—

Follow the Tarbet road till you see a short ladder climbing a low wall on the left, a few hundred yards beyond the first milestone, which is a very short mile from the town. On the way, a little beyond the bridge over the Aray, is a large mound (with two beeches) on which executions took place when McCallum More had power of life or death in the district. Just beyond is the ancient burial-ground of *Kilmalieu*, which it is worth while to enter for the sake of its picturesque and ruinous rusticity. Then, climbing the aforesaid ladder, you ascend to the road above, up which, turning to the left when you reach it, you continue for about 5 minutes. Then, after passing through one gate, diverge to the right, through a second. Here two tracks commence. Take the winding one to the right. This leads you by a path—which will remind travellers in Moumouthshire of the walk up the Wyndeliff from Moss Cottage—to the summit of *Duniquoich*, which, as the name implies, is marked by the ruins of an old fort, a conspicuous object from below. The view is soon described. Loch Fyne displays a part of its upper reach immediately below, and on a small promontory, almost within a stone's throw, stands Inveraray. The church shoots up its little spire with telling effect when seen from this elevation. Between the town and the foot of the hill on which we stand, the eye maps out every walk and shrubbery in the Castle grounds, through which, with slackened speed, flows the Aray stream. Wood, evergreen and deciduous, climbs the hill to within a few yards of the summit,—the trunks of the uppermost trees bent almost double by successive "sou'-westers," and their lichen-covered branches giving evidence of the intense moisture of the climate. The peaks of Ben Cruachan appear almost in a line with the Aray Glen, and across Loch Fyne the road is seen winding up Hell's Glen.

In descending, follow for a few yards the route by which you ascended, as far as the little hollow just below the top. Then pursue a track which forms a continuation of your route up and, after winding down the hill through the woods, crosses the Aray by a wooden bridge about half-a-mile above the Castle. Hence the road back to the town through the Castle grounds is unmistakable.

From Inveraray the coach-road ascends *Glen Aray*, attaining its greatest height (675 feet) in about 8 miles. For the first half of this distance it passes through the splendid woodland district we have already mentioned. The Aray on the right hand forms several picturesque falls, which are best seen by entering the Castle grounds at Inveraray, and continuing along them for 3 miles. Near the top of the pass is a small house, called *Tay-na-faed*, and when the summit is attained, a fine prospect across the best part of Loch Awe, with the massive buttresses of Ben Cruachan rising directly from its waters, bursts upon the view.



To Oban by Portsonachan.—Pedestrians may shorten the distance to Oban by taking a rough track to the left, about a mile short of the top of the pass, opposite Tag-na-fael, where the road crosses one of the small streams which form the head waters of the Aray. This track joins, in a short 3 miles, the road along Loch Awe side, coming out just opposite the pretty little episcopal church of Ardbrecknish, two miles north of *Portsonachan*, where there is a ferry and a good hotel on each side of the water. Thence it is 8 miles to *Taynuilt Inn and Station*. From the latter the train may be taken, or the walk prolonged to *Connell Ferry* (7 m.) or *Oban* (12½ m.; p. 71). There are coaches now between Portsonachan and Taynuilt in connection with circular tours from Oban, *see pp.* 224, 238.

From its highest point the road descends rapidly to **Cladich** (10 m.), where it joins the one from Portsonachan along Loch Awe side, and continues through pleasant woods past the old Cladich pier. Thence, after keeping awhile near the shores of the lake, we climb a few hundred feet to an incongruous-looking monument—a Grecian temple in honour of a Gaelic poet. The retrospect from here over Loch Awe is very charming, though the immediate foreground is ragged and shapeless. In another 1½ miles we reach *Dalmally Station*, which is half-a-mile short of **Dalmally Hotel**. During the last part of the journey Ben Lui presents an imposing appearance on the right, and the valley scenery between Loch Awe and the convergence of the Lochy and Orchy glens is very pleasing.

For Dalmally and the route thence to Oban, *see p.* 70.

“Columbia” Route.

(Map opp. p. 218. For Times *see* Yellow Sheet.)

Glasgow to Oban and Banavie, by the Kyles of Bute, Loch Fyne, and the Crinan Canal (or Loch Awe).

Main Route. *Glasgow to Greenock* (Princes Pier, 25 m., rail) *Gourock*, 26; *Dunoon* (steamer), 30;—(*Glasgow to Dunoon, via Craighendran*, 33)—*Rothsay*, 40; *Ardishaig*, 74; *Crinan*, 83; *Oban*, 115.

Trains leave *Glasgow* (Central, St. Enoch, or Queen Street Station) from 8 to 8.30, *Edinburgh* between 7 and 7.30, connecting with the steamer as stated below.

“Columbia” leaves *Glasgow* abt. 7 a.m.; *Greenock* (both piers), 9–9.10; *Gourock*, 9.20; *Dunoon*, 9.30—arriving at *Ardishaig* about 12.40 noon, whence *Oban* is reached at 4.50 p.m.; *Ballachulish*, 6.40; *Fort William* 7.40; *Banavie*, 8.10 p.m.

Loch Awe Route.—*Ardishaig to Ford* (coach), 16 m.; *Loch Awe Station and hotel* (steamer), 38; [—*Dalmally* (rail), 41.] *Oban* (train), 60.

To *Ardishaig* as above.—Coach leaves *Ardishaig* about 1 p.m., connecting with steamer on *Loch Awe*, which is due at *Loch Awe Station* in time for the train reaching *Oban* about 6.30.

The “Columbia” steamship is for the purposes which she serves, that is, for inland-sea sailing, one of the finest vessels afloat, being considerably larger than

the "*Tona*," which some years ago enjoyed such a high and wide reputation on the route between Glasgow and Ardrishaig, and is now doing a second service on the same route. Like all the vessels which sail under the colours of Mr. MacBrayne, she is admirably fitted out, and affords the best accommodation at remarkably low fares. She starts from Glasgow every morning at 7 o'clock, but the great majority of "tourist" passengers embark at Greenock, Gourock, or Dunoon according as they have travelled from Glasgow along the south or north side of the Clyde. Those who travel by the Glasgow and South-Western route from "St. Enoch," leave the train close to Princes' Pier, at Greenock, which is connected with the station by a covered way. Caledonian passengers starting from the Central Station or from Edinburgh join at Gourock, where the train draws up on the pier. Passengers by North British route from Queen Street or Edinburgh embark at Craigendoran Pier, near Helensburgh, and join the "*Columba*" at Dunoon.

The Route. The *Glasgow & South-Western* route from Glasgow passes high up above the Clyde, and commands an extensive view northwards. The *Caledonian* keeps lower down, and nearer to the river, passing through *Port Glasgow*. The *River* route has nothing of special interest between Glasgow and Greenock except *Dumbarton Castle*. About 6 miles from Glasgow *Elderslie*, the birthplace of Wallace, and the old town of *Renfrew* are passed on the left. At *Bowling*, 6 miles further, on the right hand, the Forth and Clyde Canal joins the river, which now widens considerably, and in three more miles receives its first tributary of real Highland water—the *Leven*, which flows from Loch Lomond. Close to the estuary *Dumbarton Castle* (p. 186) stands on its double-crested rock, not unlike the humps on a camel's back.

As we descend the river, the thud of the shipbuilder's hammer reminds us ever and anon of the trade to which it owes so much of its celebrity. Soon we pass *Port Glasgow* on the left. The prefix is now a misnomer, but until the upper channel of the river was deepened, and the Broomielaw water converted from a ford into an anchorage for the ships of nations, Port Glasgow was in reality what its name implies.

Trains and steamer meet at **Greenock** and **Gourock**, and then the beauties of the Clyde commence at once, with as scrupulous a regard to time and circumstance as the avalanches which the landlord of the Wengern Alp summons from the glittering slopes of the Jung Frau at the termination of the daily *déjeuner à la fourchette*. On the far side of the river, *Helensburgh*, with its long sea-frontage, shines in the morning light. On the left of our track the white houses and clear atmosphere of *Gourock* contrast happily with the grimness and smoke of Greenock. Beyond Helensburgh the *Gareloch* opens, revealing quite a little colony of pleasant-looking villas, and making us envy the Glasgow merchant his unrivalled suburbs. As we proceed the feeling increases. **Loch Long** appears, its narrow water-way springing, as it were, at one bound into the wildest recesses of the Highlands. British scenery is remarkable for the suddenness with which it breaks upon the view. A man breakfasts, we will say, at a reasonable hour, in the very vortex of Manchester smoke and turmoil. By two o'clock he may be lunching amid the evergreen fells and sparkling becks of Grasmere, and then, as an appetiser for dinner, be inhaling the

wild “sou’-wester” that sweeps the swarth summit of Helvellyn. The citizen of St. Mungo, however, beats his Manchester friend hollow. He may do a full day’s business, jump into the 4 o’clock train to Balloch, and by 8 o’clock be lighting his pipe on the top of Ben Lomond, waiting to see the sun set, and directing his gaze, league after league, over a scene as innocent of human existence as the desert of Gobi. Or if primitive simplicity be his ideal of happiness, he strolls down to “St. Enoch” or the “Central,” takes the 5 o’clock express to Ardrossan, and at 7 is tumbling about like a porpoise in the blue land-locked waters of Lamnish, within half-a-dozen miles of a scene which might draw tears from the eyes of Salvator.

From the western extremity of the entrance to Loch Long the **Holy Loch** extends a short arm, which receives at its upper end the waters of Loch Eck. Lofty hills rise from its shores, and give it in dull weather a dark and forbidding aspect. At Kilmun (*Inn*), on its eastern shore, are the scanty ruins of a collegiate church, founded in the fifteenth century, whence, probably, the loch received its name.

A little farther, on the left, is the prominent white lighthouse at *Cloch Point*, round which the channel of the Clyde sweeps southwards, disclosing a characteristic view of the mountains of Arran, dominated by the sharp peak of Goat Fell. Then, at short intervals, the steamer calls at *Kirn*, **Dunoon**,* and *Innellan*, the three places presenting an almost unbroken sea-frontage of villas and other houses, 8 miles in extent. *Chief Hotels*:—*Kirn*, *Queen’s*; *Dunoon*, *Argyll*, *McCall’s*, *Crown*, *Royal*; *Innellan*, *Royal*. On a mound near the pier at Dunoon are the remains of the old Castle, which existed in the days of the Bruce. The *Cloch Lighthouse*, 80 feet high and showing a light visible for 12 miles, is a prominent object hereabouts on the south shore. Tourists may wonder at the vast number of people who, during this part of the journey, are availing themselves of the “Columba’s” spacious accommodation, and some, perhaps, may be disappointed to find that the great steamer is not, after all, merely an express-mail boat running for the sole benefit of long-distance passengers like themselves, but also the popular “parly” of Glasgow and the Clyde, hundreds of whose toiling inhabitants take the return trip from Glasgow or Greenock to Ardrishaig and intermediate piers daily. The idea of thus hitting off the requirements of all ranks of society, gratifying the upper class with a comfortable consciousness that it is doing the “correct thing,” and at the same time giving the lower the advantage of excellent accommodation at singularly low fares (the return “fore-cabin” to Ardrishaig is only 3s. 6d.), was little short of a stroke of genius on the part of the originators, Messrs. Hutcheson and Co., and it is admirably sustained by Mr. MacBrayne. Were it not for this happy combination there could be no “Columba” or “Lord of the Isles.” As it is, the two classes of society lend each other mutual aid, and derive a corresponding amount of mutual advantage.

* For **Dunoon**, &c., see p. 218.

Beyond Innellan we round *Toward Point* and *Lighthouse*, and in a few minutes enter the cheerful little bay of *Rothesay*, steering our course carefully through the flotilla of sailing and row-boats which lie at anchor on its calm surface.

Rothesay is to the other Clyde watering-places what Brighton is to Hastings, Worthing, and the other Sussex watering-places. Heavily freighted steamers ply between it and Glasgow at every hour of the day, and in bright summer weather the pier is a scene of ceaseless activity from morning till night. The situation and surrounding scenery, without attaining to grandeur, are very picturesque. The town itself circles round the sharp curves of the bay, and climbs the gentle heights above.

The principal hotels are the *Royal*, *Bute Arms*, and *Victoria*, close to the pier, and the *Queen's* (c.t.; B. & A., 4s.), some way north of it. The *Glenburn Hydro*, rebuilt, is beautifully situated on the south side of the bay. A very pleasant peculiarity of Rothesay is the purity and depth of the water close to the shore. The climate is remarkable for its evenness, the town being protected from the south-west by low hills. There is a good view up Loch Striven (p. 209.)

Rothesay Castle is in the centre of the town, a short distance from the pier. Its low situation prevents it from being conspicuous. It is an ivy-clad ruin with towers at its angles, surrounded by a moat and containing a spacious inner court. It dates from the eleventh century, but was rebuilt in the fourteenth. In the thirteenth the original castle was reduced by Haco, King of Norway. Robert III., contemporary with Richard II. and Henry IV., died within its walls. The present building owes its destruction to Cromwell and the Argyll family. Admission by the gate-house on the side nearest the harbour, from 10 to 6. No charge.

Tourists who break their journey for a night or two at Rothesay will find all they want to know about the Island of Bute in the local Guide Books. The most interesting short excursion is to **Barone Hill**, 530 feet above the sea, and $1\frac{1}{2}$ miles from the town. The best route up and down is as follows :—

Proceed inland from the pier past the Temperance Hotel. Go round two sides of the Castle and from the end of *Mill Street* take the road across the island for a long half-mile. Then (350 yds.) turn down-hill to the left and take a track that goes steeply up-hill to the right. This leads to a farm, beyond which a lane goes left, then right till an obvious track to the top presents itself.

N.B. There is an alternative path to the left, $\frac{1}{4}$ mile beyond Mill Street.

From the summit the greater part of the Island of Bute is visible, and the seas and mountains around it. The Arran heights are prominent, with Loch Fyne and the Mull of Kintyre to the north of them. The view eastward is bounded by the hills on the far side of the harbour, but a strip of Ben Lomond is seen over Rothesay; S. it extends to the middle of America, and the Clyde coast to beyond Ardrossan.

In descending, follow the course of the wall westwards for a short distance, and then cross it, taking a path which passes a farm and then joins a zigzag road descending to the shores of *Loch Fad*. Just beyond the gate at which you first left the road in ascending, take a footpath to the right, which follows the course of a brooklet, crosses the dam at the end of Loch Fad, and joins another road close to the *Old Kirk* and *Kirkyard*, where are the ruins of an old *Chapel* dedicated to the Virgin, and the burial-vault of the Bute family. By this road the town is re-entered in a few minutes. The excursion will take about 2 hours.

There is also a pleasant walk along the shore road northwards to **Port Bannatyne**, a rising watering-place, about 2 miles distant (fair-sized *Hydro*). *Crown*, P.H. The walk or drive may be continued to the west side of the island, and thence back again by the direct road across it. (See Map.) The whole distance is 10 miles.

Leaving Rothesay the "Columba" passes *Port Bannatyne* and enters the **Kyles of Bute**, passing the wider entrance to *Loch Striven*, 9 miles long and flanked by lofty green hills, on the way. The Kyles sweep at a sharp curve round the lonely moorland, upwards of 1,000 feet in height, which constitutes the northern part of the island of Bute. They vary from half-a-mile to a mile in width, in two places contracting to a few hundred yards. The hills on both sides are green to the top. The *cul-de-sac* appearance of the channel in front adds the zest of curiosity to the beauty of the scenery, but the general effect is apt to disappoint those who have indulged in very high expectations about this part of the voyage. The most picturesque portion of the Kyles is their northern end, where they sweep round by the entrance to *Loch Ridden* a little short of which we call at *Colintraive (Hotel)*, whence there is a fine drive along the loch-side to the pleasant little *Glendaruel Inn*, 8 m., continued by a just cyclable road to *Strachar*, 24, p. 203).

From **Glendaruel** it is about 12 miles to *Lochgilphead* by **Otter Ferry** (6 m.; also reached in 10 m. from **Ormidale Pier**, which has communication by steamer with Rothesay), and 17, to **Dunoon** (see map). Roads of the roughest.

Hereabouts several islets contract the channel to very narrow limits. On one is a ruined castle of the Argylls. Then we pass *Glencaladhr House* (ivied, with a fine tower).

The shore of the mainland is pleasantly wooded as we reach **Tigh-na-bruaich** (*Royal*, B. & A., 3s. 6d.); *Tighnabruaich*, 5 min. from pier), which contains a long line of villas and good hotel accommodation. Beyond it is *Kames (Hotel)*. Thence, as the steamer turns southward again, the Arran mountains re-appear straight ahead. A few miles further we round *Ardlamont Point*, beyond which are the house and wood which were the scene of the "Ardlamont mystery," and make straight across *Loch Fyne* for **Tarbert** (*Columba*, good; *Maclean's Commercial*). Places of this name are numerous in Scotland. It means an isthmus.

Here the lochs on each side approach so near to one another as almost to convert the peninsula of Kintyre into an island. An old castle, once a residence of the Bruce, in ruins, overlooks the harbour. Tarbert is the diverging-point for **Islay** and **Campbeltown**. A coach, in connection with the *Columba*, runs down the Mull of Kintyre to *Campbeltown* (35 m.; p. 181).

Islay.

Tarbert to West Tarbert (coach), 1 m.; *Port Ellen* (steamer daily except M. & Th.), 35; *Port Askaig* (M. & Th. only), 33. Returning from *Port Ellen*, every morning except Tu. & F.; from *Port Askaig*, Tu. & F. only, in connection with the "Columba" on her return to Glasgow. **Fares** from Glasgow:—Saloon 12s. 6d.; return 19s. Steerage 5s.; ret. 8s. 6d. Mail-cart between *Port Ellen* and *Port Askaig*.

Also by Mull of Kintyre from Glasgow and Greenock M. & Th. afts. to *Port Ellen*, returning Tu. & F. afts.; to *Port Askaig* Th., returning F.; to *Port Charlotte* M., returning Tu.

For full particulars consult Mr. MacBrayne's *Official Guide*, 6d. and 1s.

The pleasant sail from *West Tarbert* to either port in Islay occupies from 3½ to 4 hours, calls being made at several places in *West Loch Tarbert*—a fair expanse of almost land-locked water girdled by grassy hills—and at the island of *Gigha* (pron. Gee-a, hard "g"). Thence in crossing there is a good view of the Paps of Jura and, southward, to the Mull of Kintyre and, may be, Fair Head in Antrim. From **Port Ellen** (*White Hart, Islay*. Golf, fine course, 4 m. away) buses

run to **Bowmore** (10 m.; 2s. 6d.) and **Bridgend** (11 m.; 2s. 6d.), but many visitors will remain a night and visit the *Mull of Oa* (6 m., 400 ft.), whence there is a splendid all-round view, Ireland conspicuous, and the cave with the appalling name *Slaach Mhaol Deraidh* on the same peninsula at the south end of Lochindaal—an arm of the sea that almost cuts the island in two. Then, proceeding to **Bridgend** (*Bridgend Hotel*), they will take advantage of the good hotel accommodation there to visit the other interesting spots of the island and drive or walk to **Port Askaig** (9 m. Hotel) seeing on the way the islet of Finlagan on which are the ruins of an old castle of the Lords of the Isles. From Port Askaig there is a ferry ($\frac{1}{2}$ m.) to **Jura**, and the Paps may be ascended. Port Ellen, Bridgend, and Port Askaig, most picturesque of all, are the best headquarters. Inns also at Port Charlotte and Bowmore.

Between Tarbert and Ardrishaig there is no particular fresh feature of interest, unless it be the prospect up the higher reach of Loch Fyne and the view of Ben Cruachan, whose two peaks are distinct objects in the far north on a clear day.

Ardrishaig (*Finlay's Royal Hotel*) lies a little way up Loch Gilp, a small offshoot of Loch Fyne. It is in no way remarkable except as the place at which passengers change their conveyance, and northward and southward-bound tourists cross one another's path on their journey to and from Oban respectively. Between half-past twelve and one o'clock Ardrishaig is the liveliest of places; what it is at other times is known to few. The principal residential locality in the neighbourhood is **Lochgilphead** (*Argyll* (c.t.; B. & A., 4s.), *Star*), 2 miles away, with a considerable sea-frontage of houses. *Dunoon by Otter Ferry*, 28 m. (p. 209.)

To Oban, by Ford (16 m.) and **Loch Awe Station** (58 m.). The coach, an open cross-seated wagonette, leaves the pier at Ardrishaig at once.

There is nothing remarkable in the scenery during the first part of the route, which for some distance proceeds parallel to, and a little below the Crinan Canal, leaving the village of *Lochgilphead* on the right. A glance at the contour lines on the map will show the tourist that there is a great and continuous tract of comparatively low country south of Ben Cruachan, which mountain, strictly speaking, is the commencement of the Highland district in this direction. The name and reputation of Loch Awe often lead visitors to form erroneous anticipations of its characteristic scenery, and they are correspondingly disappointed when they find that, with the sole exception of Ben Cruachan, there is nothing either wild or majestic about its shores. It is a Windermere with one head instead of three, and is unquestionably more completely a river-lake than its English counterpart, to which, however, it is inferior in beauty and variety of mountain background. For all that, the sail up it is most enjoyable.

Some distance beyond Lochgilphead the road crosses a wide level tract apparently reclaimed from the sea. The first halt is made at a small inn on the left hand at *Kilmichael Glassary*, 5 miles from Ardrishaig. Beyond this the interest increases, and the village of **Kilmartin**, where is the half-way house, is very picturesquely situated. Its churchyard contains several old crosses. Beyond it the road ascends to the little pass of *Craigenterrice*, leaving on the left hand *Carraquerrie Castle*, another relic of the devastation wrought by the Argyll invasion of 1685. *Loch Ederline*, a small and by no means unattractive sheet of water, is passed on the right, and then the coach unloads its passengers close to the little pier at the south end of Loch Awe and nearly a mile beyond the *Ford Hotel*. The drive has occupied about 2 hours, and the sail up the loch, if all goes well, will take about the same time.

Loch Awe is about 23 miles long, and nowhere more than three-quarters of a mile broad. Its shores are wooded and diversified throughout. Their winding character seldom permits many miles of water to be visible at once. Contrary to the general rule of lake scenery, *Loch Awe* has its boldest features



at its foot. According to Professor Geikie, however, this peculiarity is comparatively modern, the original outflow of the lake having been at its southern end, whence its waters flowed into the Sound of Jura. Even an *ignoramus* in physical geography will be surprised at the present position of the outlet of the lake when he reaches it.

The islands and shores of Loch Awe are adorned with many remnants of antiquity. Quitting the little bay in which the pier is situated, we pass on the right *Pinclurn Castle*, once a snug little stronghold of the Macdonalds—now a ruin. At the end of the first reach, we come to *Innis Erith*, which contains the ruins of a church and some tombstones. Opposite this is **Port-in-Sherrie**, with an Angler's Inn. Then we reach the island of *Innis Connel*, crowned with the ivy-covered ruins of *Ardconnell Castle*. Here it is that the oft-repeated slogan of the Campbells "It's a far cry to Loch Awe" had its origin.

Whether from the extent of territory occupied by that clan, or from a formula by which the chiefs sought to inspire their followers with self-reliance in distant parts of the country, or from the adventures of a certain ill-treated Macdonald's wife,* who fleeing before her pursuers, found it a long trudge hither from the land of corn, we must leave the tourist to decide for himself. Two miles further the *Falls of Blairgour* are just invisible on the right, and then, after a gently winding course of 6 or 7 miles, we halt at the **Portsonachan Pier and Fernand Taychreggan**. There are good *Hotels* on both sides of the lake here, the larger one on the east. Both are very pleasant sojourning places.

From the Portsonachan Hotel, on the east side, there is a hilly road by Gladiach to *Lochnagar* (13 m.), and from Taychreggan Hotel, on the west side, one to *Thapmill* (5 m.). The latter, after ascending to Kilchrean, where is the grave of the great McCallum Mor, ancestor of the Duke of Argyll, affords a splendid view of *Christlun*, and then descends the charming **Glen Nant** (for coaches, see p. 224). The chief attraction of the Inveraray route is the retrospect of Ben Cruachan (p. 11).

Beyond Portsonachan the bolder features of Loch Awe come into greater prominence, and numerous islands add piquancy to the scene. The first one of any size is *Lochiel* ("Isle of Repose"). On it are remains of a Monastery, and a chapel and a burial-ground to justify its name. Westward of this island crosses the narrow arm by which the loch finds its outlet into Loch Eive and the Atlantic.

The next island north of Inishail, and a very small one, is *Innis Fraoch* ("Heather Isle"). It contains, or rather conceals, the ruins of a castle once belonging to the clan Macmaughan. The large one, northwards, is devoid of historic interest, and leaving "Kilbarn and its towers" to occupy their proper place in the Dalnally and Glan Route (p. 70), we land on the pier of **Loch Awe Station**, and in close proximity to the *Loch Awe Hotel*, a beautifully situated and deservedly favourite house.

For the rest of the way to Oban, see page 70.

The **Crinan Canal**, which commences close to the pier at Ardishaig, is 9 miles long. The "Limmet,"* a boat of the little but good class, into which the tourist transfers himself, takes a full 2 hours to accomplish the distance, about half the time being spent in getting through 10 locks, 4 to 13. The scenery on the way is quiet and unassuming. Kilmory Castle is seen across the water on starting, and in two miles we pass on the right the pleasantly placed little town of **Lochgilphead** (see p. 216) with the County Poorhouse and Asylum behind it, and on our left the ivied mansion of Auchindarroch ("Field of the Oaks") appears. The half-way house is the *Cairnbaan Inn, Temp.*, and from this point passengers may walk either about a mile or the rest of the distance to Crinan. The highest lock (No. 8) is soon reached, and on

* Does not take cycles. Good road for cyclists hugs canal all the way. Cycles may be sent by the luggage carts.

both sides of it are traces of the last breakdown of the bank, which occurred in 1859. Passing a wee loch on the right, we soon emerge on to the side of Crinan Marsh, 5,000 acres in extent, with the mansion and woods of Poltalloch on the far side. Here most passengers re-embark. Looking ahead, we see the Island of Scarba and, to the right of it, the peaks of Mull—Ben More the one most to the left. The canal, running close under the woods and knolls of Knapdale on the left, skirts the marsh all the way to Loch Crinan, on reaching which and bending round to the right the peak of Cruachan is to be seen in clear weather just over Poltalloch. A rock called with fair regard to truth the “Lion couchant,” juts out from the far shore. A little farther ahead stands Duntroon Castle—of no interest—and we are at **Crinan** (*new hotel*).

On entering the sea-steamer, dinner is served. Returning on to deck, we are probably about opposite Craignish Point, looking down the Sound of Jura to the Paps, and all but opposite the gulf or rather strait of Corrievreckan, through which Colonsay is sometimes seen. The strait opposite Craignish Point is called *Dorus Mor*, the “Great Door.” The tide all about here rushes with great velocity and shows remarkable contrasts. At one moment we may be sailing through, as it were, a sheet of glass; the next we are in a truceless war of wavelets. The flow that comes directly through the narrow straits of **Corrievreckan** is naturally beforehand with that which has to work its way round the southern coasts of Jura and Islay, and it is not without much turmoil and conflict that the two adjust their difference of level.

Scarba, north of Corrievreckan, is a haunt of red-deer. Our course is between it and Luing, from the south end of which a glimpse of Cruachan may again be had. Lunga comes next on the left. Half-way up Luing are a model farm, and three little rocks that from their similarity as you approach them are called the “Cobblers of Lorn.” Then we pass the Fladda Lighthouse occupying a skerry on the left, and the dark cliffs of Mull come out in strong relief in front; the bold-shaped mountain behind them is Ben Talla. At **Easdale** (*Inshaig Park Hotel* near; trout-fishing) our course is through a very narrow channel, and the place where the sea broke into and ruined the slate-quarries is seen close at hand on the island of Seil. Other quarries have been excavated.

Beyond Seil Loch Feochan opens finely on the right, and looking up it we get a splendid view of the twin peaks of Cruachan. Then as the Sound of Kerrera, with Gylen Castle on a bay at the S. end of the island, is entered, the white villas of Oban just rise over the water in front, with the mountains south of Glencoe forming a background. The modern Castle of Gallanach is on the right; Dunollie Castle appears in front; the Hutcheson obelisk is conspicuous on Kerrera, and we “moor our bark” to the unsightly object which Oban calls its pier. For **Oban**, see page 219.

Glasgow to Oban, Skye, and Stornoway, by the "Claymore" and "Clansman."

Approximate Times: Glasgow to Oban (train to Greenock), 13 hrs.; Tobermory (Mull), 21 hrs.; Balmacara (Loch Aish), 28 hrs.; Broadford (Skye), 30 hrs.; Portree, 32 hrs.; Stornoway, 40 hrs.

* The above times being dependent on the quantity of goods to be put ashore at each calling-place, are not in any way guaranteed. As a matter of fact, the boats usually reach Oban between 6 and 7 in the morning, Tobermory soon after noon, Portree not before midnight, and Stornoway some time on the second day after leaving Glasgow. For the variations of the route between Oban and Stornoway see p. 249.

Approximate Fares:—Cabin, Glasgow to Oban, 10s.; Tobermory, 13s.; Balmacara, 22s.; Broadford, 23s.; Portree, 24s.; Stornoway, 30s. Return tickets, half as much again. Rail to Greenock (1s. 3d.; 9d.) not included.

Here Cabin tickets are issued at about half the above prices, and Deck tickets much cheaper, but few tourists will care to travel anything but "first class" on these boats. The cabin accommodation is very good, being of the same quality as that of the fast passenger-boats belonging to the same owner (Mr. David MacBrayne). The number of berths, however, being limited, it is well to secure them beforehand in the summer months. There are several state cabins, a ladies' cabin, and a deck cabin.

The boats leave Glasgow at noon on Monday, and at the same hour on Thursday. Trains about 5 o'clock from Glasgow reach Greenock in ample time for both.

This is unquestionably the grandest sail to be found anywhere round our native shores. Indeed, except round the magnificent coast of Norway, it is doubtful whether there can be anywhere a voyage of similar length, capable of presenting such a succession of picturesque combinations of land and water, such a changeful, waving line of "breaking wave and broken shore," as this 40 hours' sail from the very centre of one of our greatest hives of industry, to the little sea-girt capital of the far-off "iron-grey Hebrides." Tourists who wish to see something of the inner life as well as the scenery of the people whose land they are visiting, will prefer this leisurely sail by the luggage-boat a hundredfold to the hurry-scurry scampers of the fast passenger-boats through the same scenes. In the latter we see no new phases of human nature. The characters in our day's drama are just the same as the ones we have left at home, except that we see them under conditions less favourable to their attractiveness. The speed and shortness of the journey does not give our insular frigidity time to thaw. Besides, the scenery is too good to be hurried over. It is all very well to get through the straightness of the Caledonian Canal as fast as paddle-wheels will revolve and locks permit, but the longest summer day may be spent between Oban and Portree without the eye becoming wearied, or the sense of the beautiful blunted. In fact, the only disadvantage of the slow boats is that darkness often comes on before we have fairly passed the best of the scenery, but even then the blackest night can hardly dispel

that feeling of keen interest which is kept alive by the consciousness that we are still steering our tortuous way through narrow kyles and solemn hill-flanked sounds, over waters seldom flawed by aught but the passage of a steamer or two, or the wings of the seagull. If we look steadily we can always detect the line of separation between the dark sky and the still darker mountains, and at times the track of the steamer gleams with phosphorescent light. Seldom, too, is the voyage from Glasgow to Stornoway accomplished without the occurrence of some little episode, the memory of which remains fixed in our minds for years to come—some sad parting or joyous meeting of kith-and-kin—a simple picture of human interest set in Nature's choicest framework. The swift passenger-boats, crowded with conventional tourists, warranted to perform the whole journey by daylight, and running in connection with a sumptuous "table d'hôte" at the end of it, have no such refreshing associations as these.

The Route. Leaving the town pier at *Greenock* between 6 and 7 o'clock, we have a clear run to Oban without stopping. The white houses of *Gourock* contrasting strongly with the smoke and chimneys of *Greenock*, and the *Cloch Lighthouse* beyond are passed on the left, and opposite to them the entrances to *Gareloch*, *Loch Long*, and the *Holy Loch*. On this side the coast bristles with villas and esplanades, behind which the transition to lonely mountain-heights is strikingly rapid. On the left hand after an interval comes *Wemyss Bay*, recognisable by the red tinge of its houses and rocks, and a little beyond it, past *Toward Point*, the *Kyles of Bute* open out, and we catch a glimpse of *Rothsay*. Then on the left are two islands whose minister was wont to pray for the "Great and Little Cumbrae and the adjacent islands of Great Britain and Ireland." On the *Little Cumbrae* is a lighthouse. *Millport*, the capital of the Cumbraes, skirts the shore of a snug little bay on the south side of the larger island. It contains a college and a collegiate church conspicuous by its spire. *Loch Fyne* now stretches far northwards on the right hand, and in front the mountainous island of *Arran*, culminating in the peak of *Goat Fell*, rises nobly before us. If daylight permits we shall see *Brodick* to the south of *Goat Fell*. *Lamlash* lies behind the conical height of *Holy Island*. The lights blazing bright on the Ayrshire coast proceed from ironworks near *Ardrossan*. Then we pass the island of *Pladda* off the south-east corner of *Arran*, distinguishable by its lighthouse, but it is probably too late to catch anything more than a vague, shadowy glimpse of the lonely gull-haunted *Ailsa Craig*, which we leave on the port beam. *Ailsa Craig* is from some points a perfect pyramid, with this advantage over the pyramids of Egypt, that it is twice their height, attaining an elevation of 1,100 feet. Its position, half-way between Glasgow and Belfast, has given it the nickname of "Paddy's Milestone," and it was surely a happy thought of a certain Glasgow merchant, yeleft Craig, who, being blessed with more daughters

than he could find Christian names for, in desperation hit upon "Ailsa."

By this time most of the passengers have "turned in," and it is only a greater or less rolling of the boat that tells them they have passed *Sanda Island*, and are rounding the **Mull of Kintyre**. To the Island of Sanda we are in part indebted for the existence of the present "Clansman," as the old boat of that name ran aground off its shores many years ago.

Few passengers see much of the scenery between the Mull of Kintyre and Oban, but the sail in the fresh morning air up the narrow **Sound of Jura**, with its long seaboard of desolate hills, and only a cottage here and there to give it any human association, is sufficiently interesting to make one rise a few hours earlier than usual. The "Lagg Inn," marked on our map, is closed.

Speaking about Jura the chairman of the Annual Gathering in 1899 said, "Four ago the island had 2,000 inhabitants. Then no steamer, except on special occasions, called. There was no policeman—no lock-up, no post office, no telegraph office, no doctor—there was never any sickness. Now things are changed. Now we have a pier and a steamer and a policeman; two post offices and a telegraph office, and a population of six or seven hundred." Whether this includes a boat the speaker did not say.

The *Lancet*, says the "Lancet" about the same time "remote parishes in the Hebrides have three churches, practically identical in doctrine. . . . but no hospital, no medical man, and no nurse. Some of these Hebridean spots are the home of typhus fever, and from them the typhus epidemics of Glasgow and other cities are constantly supplied." These remarks apply more to some parts of the Outer Hebrides.

It may be 4 o'clock when, after passing Loch Crinan on the right, we reach the scene where

"Scarba's tortured shore
Answers to Corrieveek's roar."

In many respects there is a unique character about this part of the voyage. The battle of the tides produces strange effects on the surface of the water. In one place it is smooth, grey, and polished, as a sheet of burnished steel; in another, a troubled area of frothing wavelets.

Scarba is the haunt of the red deer, which are very probably visible at this early hour. Now we thread our way through the rocky little archipelago between Crinan and Oban. *Easdale* and its extensive quarries are passed on the right, and the lofty basalt cliffs forming the south coast-line of the *Island of Mull* come into prominent view in front.

Northward of Crinan the course is fully described in the "Columba Route," p. 212, except that we do not touch at Easdale.

For a description of **Oban**, see p. 219, and for the rest of the voyage to Portree and Stornoway, pp. 253 - 279.

Glasgow and Oban to the Western Islands (Outer Hebrides) by other routes, see p. 326.

Glasgow to Inveraray by Lochgoilhead.

Glasgow to Greenock (rail to Princes Pier from St. Enoch), 25 m. ; Gourock (rail from Central), 26 ; Lochgoilhead (steamer), 41 ; St. Catherine's (coach), 50 ; Inveraray (ferry), 52.

Fares:—Glasgow to Lochgoilhead, 2s., 1s. 6d. ; Lochgoilhead to Inveraray, 4s. 6d., 4s.

This route does not permit of the tourist proceeding by public conveyance beyond Inveraray on the same day. The time occupied is about 5½ hours. The trains leave Glasgow about 10 a.m. (*see yellow sheet, p. 13*). There are other steamers to Lochgoilhead during the day, but there is no further connection with Inveraray. For cyclists the road part is as bad as it is short.

The *Lochgoilhead Route* is an excellent alternative one from Glasgow to Inveraray and Oban, the scenery of Loch Goil itself and that of Hell's Glen being very good.

The Route. From Gourock, the steamer crosses the Clyde to *Kilcreggan*, a popular watering-place at the foot of the peninsula between Gareloch and Loch Long. Thence, after calling at *Cove*, a continuation of Kilcreggan, it crosses the mouth of *Loch Long* to *Blairmore*, another pleasant seaside resort, rising almost from the water's edge and backed by green hills of considerable height. The Firth of Clyde and its numerous branches are lined hereabouts by villas of various styles of architecture—Baronial, Italian, and Gothic; otherwise the scenery is of a somewhat sombre cast.

Four miles beyond Blairmore, on the same side of the loch, we reach **Ardentinny** (the "Height of the fire," so called from the fires lighted in honour of the god Bel). Hence a cross-country road strikes up *Glen Einart*, and over the *col*, at the head of it, to the *Whistlefield Inn* on *Loch Eck*. The distance is about 5 miles, and the *col* 550 feet high, the descent on the Loch Eck side being abrupt.

About Ardentinnny the hill-sides are abundantly clothed with larch. North of it Loch Long contracts to a width of less than a mile, and **Loch Goil** branches out through a narrow and rocky opening on the left. The latter loch is about 6 miles long, and from half to three-quarters of a mile wide, the narrowest part being about where it debouches on to Loch Long. It has a somewhat serpentine shape, and is closely hemmed in by dark, severe-looking mountains, those on the east side, between it and the large loch, being facetiously termed "Argyll's Bowling Green." What little comic element there is about the history of this locality seems to be all connected with the name of Argyll. It was in reference to the milestones in this neighbourhood that the grateful populace passed a special vote of thanks to

"His Grace the Duke of Argyll,
For giving them stones to rub against at the end of every mile."

The only calling-place between the entrance of the loch and its head is **Carriack Castle**, an oblong keep projecting into the lake

on the left-hand side of a deep corrie. There are a pier and an hotel close to the ruin, and a fair show of houses close at hand.

Loch Goil, we may here remark, is not the lake which inspired Campbell to write "Lord Ullin's Daughter," however applicable the epithets "dark" and "stormy" may be to its waters. "Ulva's Isle" lies off the west coast of the island of Mull, and Loch Gyle or Loch-na-Keal, as it is more properly called, is the arm of the sea which all but cuts that island into two parts.

Lochgoilhead is a peaceful, picturesque village, fringing the shores of the lake. It contains a good little hotel and a church. From it the road onward proceeds for nearly 3 miles along the level part of the valley, crossing the main stream a little way out of the village. At the end of the 3 miles the valley forks and a road strikes up the right-hand branch to the "Rest and be Thankful" stone at the head of Glencroe, about 6 miles from Lochgoilhead (*p.* 189). By this route tourists may make their way to Arrochar or Tarbet, descending the whole length of Glencroe on the way.

The Inveraray route now climbs steeply for a short distance into **Hell's Glen**. Pedestrians may cut off a corner to start with by an obvious track, and another a few miles further on, where the road zigzags down the steep descent to Loch Fyne. The glen is narrow and striking, and the *col* 720 feet above the sea. The east-coast road of Loch Fyne is joined about $2\frac{1}{2}$ miles short of the comfortable *Inn* at **St. Catherine's**, whence coach-passengers are ferried across to **Inveraray** at once. Small boats may be hired for a shilling at any time.

Glasgow to Arrochar (Loch Long) and Tarbet.

Glasgow to Greenock (Princes Pier), or Gourock (train), 25 m.—(Glasgow to Craigendoran Pier, 22 m.; Craigendoran Pier to Greenock, 4.)—Arrochar (steamer), 51; Tarbet (coach), 53.

Fares:—Glasgow to Arrochar and back, 2s. 6d., 2s. For the Round, returning by Loch Lomond and Balloch, 7s., 5s. See yellow pages.

The boats reach Arrochar about 12.30 and a coach conveys passengers thence to Tarbet on Loch Lomond, in connection with afternoon steamer down the loch.

Saloon steamers leave Craigendoran, Greenock (Princes Pier) and Gourock in connection with trains leaving Glasgow (Cal., G. & S.W. and N.B.) about 10 a.m.

The sail from Greenock or Gourock as far as the point where Loch Goil diverges is the same as the one described in the last route, except that the places of call are somewhat different, *Dunoon, Kilm, Hunter's Quay, Blairmore, and Coullport* being all touched at by one boat or other. From the last-named place the boats usually go direct to *Arrochar*.

The upper portion of **Loch Long** is marked by sombre and impressive, but rather monotonous scenery, an effect chiefly due to the straightness of its shore-lines and the regularity with which the mountains on both sides sink to them. The water, after passing the entrance of *Loch Goil*, is nowhere much more than half-a-mile wide, and it is flanked on both sides by steep green slopes, rising in places to a height of 2,500 feet. The new West Highland Railway (*p.* 190) runs high up above its eastern shore. On approaching **Arrochar** (*hotel*; also *Temp.-House*) a fine view of the *Cobbler*, rising over *Glencroe*, is obtained. *For the coach-road from Arrochar to Inveraray, see p. 200.*

Glasgow (*Queen-st., Low-level*) to **Craigendoran Pier**, 22 *m.*; (**Helensburgh**, 23; **Garelochhead**, 32; **Dunoon**, 31; **Rothsay**, 41, &c.

Trains to Craigendoran Pier and Helensburgh (1s. 9d., 1s.); Steamers from Craigendoran Pier to Dunoon, Rothsay, Garelochhead, &c., in connection.

This is one of the favourite steamer-routes on the Clyde, and is worked by a fine fleet. Passengers leaving Glasgow about 8 a.m. may join the "*Columba*" or "*Lord of the Isles*" at Dunoon.

For the line as far as Dumbarton see *p.* 186. At *Cardross Castle*, the site of which is 4 miles further, the Bruce died in 1329. Then we come to **Craigendoran Pier**, and a mile further to

Helensburgh (*Hotels*:—*Queen's*, $\frac{2}{3}$ *m.* from station, $\frac{1}{2}$ *m.* from Craigendoran; *Imperial*, near station.)

This is one of the largest watering-places on the Clyde, and the highest up the river. It abounds in small villas and lodging-houses, much frequented by Glasgow people, and contains a monument, in the form of an obelisk, to Henry Bell, the first navigator of the Clyde. It lies just opposite Greenock, a swain being a crow. *Steamer abt. 10 times a day.*

From Helensburgh to the nearest point on Loch Lomond it is about 5 *m.*

A pleasant road skirts the Gareloch to (4 *m.*) **Shandon Hydro**, a large and well-situated establishment, and thence to **Garelochhead** (6 $\frac{1}{2}$ *m.*; comfortable *hotel*) and **Whistlefield Inn** (7 $\frac{1}{2}$ *m.*) to the shores of **Loch Long**, beside which it continues to **Arrochar** (16 $\frac{1}{2}$ *m.*, *above*). There is also a service of steamers (abt. 6 a day) between Craigendoran and Garelochhead, and twice a day between Greenock and Garelochhead; also a good service of trains from Glasgow (*Queen St., low-level*) to Garelochhead.

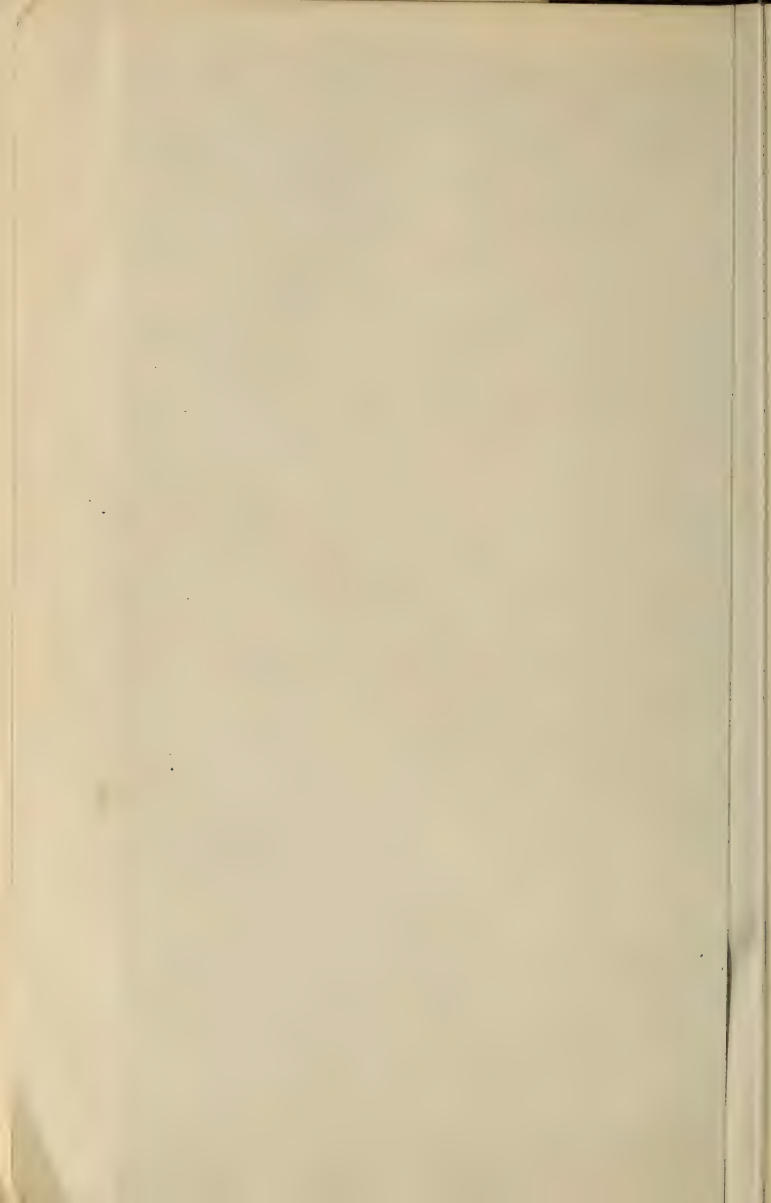
Craigendoran Pier to Dunoon. The boats call at **Kilcreggan** (4 $\frac{1}{2}$ *m.*) and **Kirn** (8 $\frac{1}{2}$ *m.*). These and many other places that line the shore are delightful summer resorts, calling for no special notice beyond that given in local guide-books.

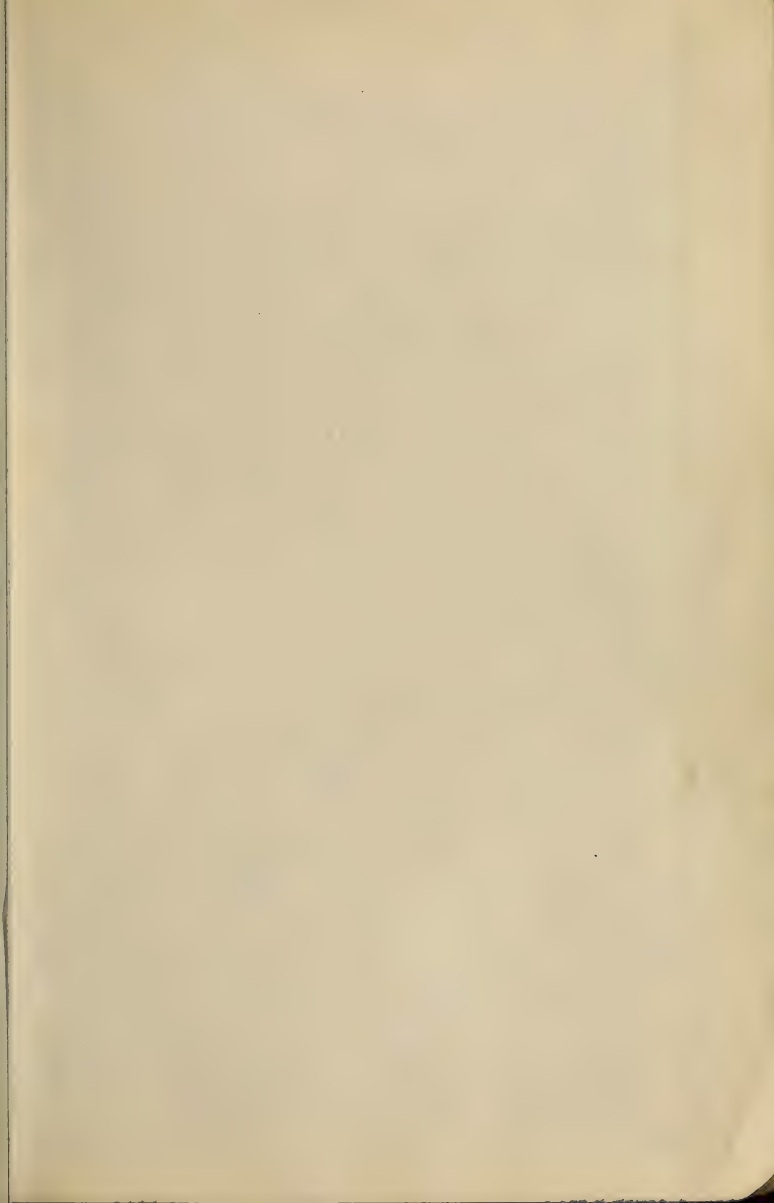
Dunoon. *Hotels*: *Argyll*, by the water-side, and close to the pier; *McColl's*, with private grounds; *Crown*; *Caledonian Temp.* (C.T.: B. & A., 2s. 6d.); *Licensed restaurant opp. pier.* Over and above the attractions of its pleasant site this busy watering-place is the most convenient on the Clyde for day-excursions, amongst which may be specially noted the circular tour by Inveraray and Loch Eck, and that by Loch Long and Loch Lomond.* **Kirn**, where the same steamers stop as at Dunoon, is a good mile away and has a smaller but very fair house, the *Queen's*, and at **Hunter's Quay**, half-a-mile further, there is an hotel, the *Royal Marine*, in high favour with yachtsmen.

For continuation to Rothsay see p. 207.

* A bronze statue of "*Highland Mary*" was unveiled on July 21st, 1896, the centenary of the death of Burns.







OBAN.

Carriage Routes

From Dunollie

To Camel

Parsonage

Bumbank

Benwo

Sylvan Villa

Town Court

Craigvannoch

Woodleigh

Forgrave

Dunraggan

M. Haig's Tower

Articorn Lodge

Hydrop. (Univ.)

Est. Church

To Kilmorye

PUBLIC PARK

Hotels

- Alexandra
- G. Western
- Columba
- Craig Ard
- Argyll
- Imperial
- George
- Caledonian
- Kings Arms
- Queens
- Station
- Royal
- Commercial
- Oban
- Crown
- Lorn
- Victoria (Temp.)
- Macpherson's (Temp.)
- Leopold (Temp.)
- County (Temp.)
- Balmoral (Temp.)
- Waverley (Temp.)
- Marine (Temp.)
- Central (Temp.)

Q

J Bartholomew

Oban.

(Map of District opp. p. 236.)

Ref.-rm. at Station.

Hotels. First-class Tourist: *Alexandra, Great Western, Station, Cabotagon,* in a line with the bay, the two former, a little north of the main street and out of the town, the two latter in the main street—all facing the bay; *Craigard* (formerly *Grand*), well up the hill; *Columba*, facing the north pier; buses to trains and steamers.

The tariff of these hotels during the season is from 2s. 6d. to 3s. table d'hôte breakfast, 4s. to 5s. dinner; bed and attendance from 4s. or 4s. 6d.

Tourist and Commercial: *King's Arms* (C.T.), *Queen's, Imperial* (C.T.), in main street facing the bay; *Royal* (C.T.), Argyll Sq.; *Argyll*, close to north pier. *Tariff of this group, 20 to 25 per cent. lower. Crown* (smaller and cheaper), S. of station. Several smaller houses. (B. & A. at C.T. houses, 3s. 9d.)

Temperance: *Marine, Leopold*, on Esplanade; *Victoria*, Argyll Square; *Halcyon* (C.T.); B. & A., 3s., etc.

Episc. Ch., Georgest.; **R. C. Cath.,** Corran Esplanade.

P.O., near the station, open 7-10. *Sun., 9-10. Del. 7, 9.45 (July, Aug., Sep.), 12.45 & 5. Insp., 5.15, 12.20, 5.50, 6.20. Sunday to callers, 9-10; no despatch. Tel. Off., 7-10; Sunday, 9-10 a.m. and 4-5 p.m. Branch P.O., N. end of George St., Albany Terrace. Pop., 5,500.*

Boating: Sailing yachts, 1s. 6d. 3s. hr.; row boats, 9d. & 1s.

Trains, Steamers and Coaches, see *Yellow Sheet*, p. 20.

A huge unfinished Hydro—the “Colossus” of Oban—crowns the most prominent of the rocky steepes that rise from the town. It is a disfigurement on itself, and what might otherwise be a splendid promenade in front of it is closed to the public. Another equally huge circular building, supposed to resemble the Colosseum at Rome, has just been stuck up on same hill, N. of the “Colossus,” for what purpose “nobody kens.” The hotel accommodation, speaking generally, is of a character to suit all tastes and the charges about strike the average of popular summer resorts. There are also a fair number of *Leisure-houses*, at which visitors, who have the sense and opportunity to come in the long days before the crush, will be welcomed on very reasonable terms.

Golf at Poll-a-Mhinister, 9 holes. Visitors, 1s. day; 2s. 6d. wk.; 5s. mth.; 1s. from station, up old road to Connell. “Mh” is Gaelic for “V.”

The situation of **Oban** itself is exceedingly pretty. To describe it as grand or magnificent, because it happens to be within sight of the mountains of Mull and Morven, and from its highest parts Ben Cruachan and the southern barriers of Glencoe may be seen, is to convey a very wrong impression. As the name *Obe-an* suggests, the town follows the outline of a little bay, eminently picturesque by nature, but, except perhaps in the ruins of Dunollie Castle—which are more than half nature—owing less than nothing to art. Behind it is a green valley encircled by low hills and sprinkled with bold bosses of rock. The woods of Dunollie are beautiful and varied, the rest are mostly fir-plantings.

The island of Kerrera, extending north and south in front of the town, and leaving a channel from half-a-mile to a mile in width, is the making of the place as a harbour, and is effective in itself, though it rather spoils the distant view from the main part of the town.

It is only some sixty years since Oban was described as a "village, with a roadstead containing a small complement of shipping and boats, and a respectable-looking range of white-washed houses fronting the harbour." It now contains a resident population of over 5,000, and is the busiest place not only in Argyllshire but in all the western Highlands. This pre-eminence it owes entirely to its physical advantages, which render it by sea and land the most accessible spot, north of Glasgow, on the west coast of Scotland. Both road and rail find their natural terminus here, and the depth and sheltered position of the harbour enables vessels of all sorts to drop anchor with safety within a few yards of the shore. In the summer it forms a favourite anchorage for private yachts; besides which the convergence of the great waterway from Inverness in the north-east and the Sound of Mull in the north-west, with the open Atlantic in the south-west, throws open a variety of sea-routes which cannot be equalled in number and beauty at any other place round our coasts.

Over and above its physical advantages of situation, Oban is well and reasonably served by the railway and steamboat companies whose lines here converge, giving visitors the opportunity of making daily excursions in almost every direction. Besides being the central point on the through routes to and from Edinburgh, Glasgow, Inverness, Skye, Gairloch, Stornoway, etc., Oban offers several circular day-tours. Chief amongst these is the Staffa and Iona trip; then there is the Glencoe excursion, which may be accomplished by Ballachulish direct, both going and returning, or with the addition of Loch Etive, Glen Etive and the upper part of Glencoe. The Melfort and Loch Awe round is also a deservedly popular one, and the round by Taynuilt, Portsonachan, and Loch Awe is an easy and delightful excursion. The season at Oban attains its climax at the time of the sports and regatta, about the second week in September.

As to the town itself, many good and tasteful buildings have been erected during the last dozen years, including the Municipal Buildings (1897) in Albany-st., just S. of Station, and the "Corran" has been extended by the "Alexandra" Esplanade. The "mischief" of the place is the *Old Pier*, which remains as unsightly and almost as inconvenient a structure as it was forty years ago, and the space close to it has been further obstructed by the erection of one or two hotels. The red-brick chimney of an otherwise excellent establishment, in the middle of the town, is a philistinism. What Oban wants is *united* enterprise.

View Points.

1. **Upper Part of Town.** There is a fine view from the front of the Hydro skeleton, but access to it both by road and path is denied, and the nearest approach to it is by one of the roads above the Craighall Hotel (*see plan*) to where the drive-gate was intended to stand. The view across the Sound of Mull is very fine, but as there are only two mountains in the island which

the Ordnance Surveyors have thought worthy of Saxon orthography, it is useless to name them. The chief one—*Ben More*—shows a peak to the left of the two most prominent ones ("Dun-da-Chaoithe" and "Sgurr Dearg"—*Dun-da-Chaoithe* and *Sgurr Dearg*) and much farther away. Northwards the view extends to the mountains between Loch Creran and Glencoe. The two peaks of Ben Cruachan come into view if you climb a little behind the Hydro'. For varying the descent, see plan.

2. **Pulpit Hill** (*half-an-hour's walk there and back*). Start by the street along the S.E. side of the station (*Shore Street*), cross the line by the bridge, and, when you reach the water-side again, turn sharply up a lane on the left, succeeded by a footpath. This takes you to a new drive that threads a narrow valley (very wrongly named "*Glenmore*"). Taking the second turn to the right as you proceed along this, and then, keeping as high as possible, you pass a stile and between trees on to an open space called the *Pulpit Hill*, whence there is a splendid view over the town and northwards and westwards, the sound of Mull reaching far away to the north-west. The peaks of Ben Cruachan are also conspicuous in the east. Returning to the drive you will find that it works round till it passes through the larches just under the viewpoint.

Continuing south along the drive instead of turning right for the Pulpit Hill you will reach the shore about 2 miles from Oban at the *Kerrera Ferry*, whence is a pleasant walk back by the water-side—with a horrid wall in the way to begin with and then a beech avenue.

The **Coast Road** southward from Oban comes to an end in a long 3 miles at the lodge of *Gallanach Castle*—a modern building of no interest. It is a pleasant walk, and visitors are sometimes allowed to proceed beyond the lodge. Just beyond Gallanach a **Pre-historic Fort**, looking like a rubbish-heap, was opened out some time back. Its contents have been removed.

By taking a path $\frac{1}{4}$ m. beyond the Kerrera Ferry, you may cross the low hills by the head of *Glen Sheilach*, the *Reservoir*, and the ruined but picturesque *Church of Kilbride* into the Melfort road, hitting it $2\frac{3}{4}$ m. out of Oban and $\frac{3}{4}$ m. short of the turn for Loch Nell (p. 211).

3. **Dunollie Castle** (1 m. north. Adm. free, M., W., F.), of no account whatever in itself, gives the key-note to the beauty of Oban. Ivy and situation combine to make it the most effective ruin in Scotland. It rises from a pedestal of rock at the north end of Oban Bay, and is in the grounds of *Dunollie House*, a plain modern mansion in the possession of the McDougall family, descendants of the Lords of Lorn, by whom the Castle was built. The *Entrance Lodge* is reached by going northwards along the main street and taking the left branch where the road forks at the U.P. Church. About three-quarters of the way up the pleasant shady drive we pass a detached column of pudding-stone rock called the **Dog Stone**, from the fable that Fingal was wont to tie his dog to it as, even at that early date, "dogs were not allowed." Beyond it a short climb lands us on the level of the Castle, which is merely the remnant of a square keep commanding a very fine view across Loch Linne to the mountains of Mull and Morven and down Kerrera Sound as far as the Paps of Jura. Close below are a flourishing kitchen-garden and a pebbly little bay.

4. **Glenshellach** (*see map*) affords a pleasant stroll. There is a road up it to Glenshellach Farm (2 m.) and thence paths right and left to the shore and the reservoir respectively. A coach usually takes the round of the Glen and Gallanach during the morning.

Excursions.

(See p. 20 of yellow sheet.)

1. **Kerrera** (*Public ferry, 2 m. S. of town; Ad. for one, reduction for more. Private boat from ferry opp. Gr. Western Hotel, 1s.; small steamer from Railway Pier every aft. round the island in 2 hrs., 2s.*). This island, pronounced *Kerrera*, lies low opposite Oban, but attains a height of 617 feet towards its south end. The Obelisk at its north end is in honour of the late David Hutcheson (*see below*). It is a pleasant walk by the left of the station, over the railway and along the shore to the ferry, after crossing which a road, soon bending to the left (*see map*), takes you just under the top of the island and on to the ruins of **Gylen Castle**, an old McDougall fortress, commanding a wide view southwards. It is a long 2 miles south of the Ferry. Awhile back there were said to be 50 males to 51 females on Kerrera, and a local guide-book pathetically asked: "What will become of her?"

2. **Dunstaffnage Castle** (*Coach morn. and aft., 1s. 6d.; also steam-launch abt. same hours and fares*), situated on a peninsula opposite the entrance to Loch Etive, and about 4 miles north-east of Oban, is much larger than Dunollie.

The way from Oban is along the Dalmally road (same as to Dunollie) to a point 70 yards beyond the third milestone, whence a farm-road doubles round a little inlet. $1\frac{1}{4}$ miles on the way the **Pennyfuir Cemetery** (*adm. 8 a.m. to 8 p.m.*) is passed on the left. Among several graceful monuments is one marking the grave of David Hutcheson, originator of the famous West-coast steamers. It is a fac-simile of *St. Martin's Cross* at Iona. From it Dunstaffnage Castle may be seen over the wall.

The present ruin (*adm. 3d.*) was a stronghold of the Lords of Lorn, but is now a possession of the Crown. It consists of a rectangular court, built on a pudding-stone rock. The entrance is by a flight of steps (*key at cottage hard by*), and then a ladder enables you almost to make the circuit of the walls, on which are guns taken from the Spanish Armada. The view—a very fine one—extends eastward over the narrows of Loch Etive, with the two little white inns on either side, to the peaks of Ben Cruachan and Ben Chochuill; westward to the heights of Mull and Morven. An ugly fisherman's cottage, with a doorway dated 1725, disfigures the interior.

Well-authenticated traditions, which associate the site of this Castle with the earliest records of Scottish history, give an additional zest to the excursion. Of the original building a fire in 1715 caused the last remnant to disappear, but the present one is many centuries old. For more than three centuries, commencing about A.D. 300, Dunstaffnage was the seat of the Scottish Government, and contained the famous Coronation Stone, afterwards removed to Scone, and thence to Westminster.

An old Latin comlet with regard to this stone was thus translated by Scott:

"Unless the fates be faithless found
And prophet's voice be vain,
Where'er this monument is found
The Scottish race shall reign."

Prophecies are as a rule easily fulfilled, and the truth of this one was amply demonstrated when James VI. of Scotland became James I. of England.

In a wood entered by a gate on the left, 100 yards short of the Castle, is an old ivy-smothered chapel, containing a monument to Sir Angus Campbell and his lady.

3. **Loch Nell, $4\frac{1}{2}$ m.; Connel Ferry, 10; Oban, 15** (*coach if 4 or 5 pass 5s. 6d.*). Starting along the Melfort road a long ascent is made, and a corre-

corresponding descent begins in about $2\frac{1}{2}$ m. (At 2 miles pedestrians should continue for $\frac{1}{2}$ mile by the telegraph-wire, and then turn left by cart-track leading to *Muirach Farm*, whence, after turning to the left, the track to the south-west end of Loch Nell is unmistakable.) Just beyond the third milestone, a peep through the trees on the left reveals Ben Lui in the distance, and then we pass the entrance to *Dunach House* on the right, and, turning left at the bottom of the hill, reach the *Frochan Hotel* (*Temp.*) and, $\frac{1}{2}$ m. further, reach **Loch Nell**. This lake is nearly 2 miles long, and the view suddenly obtained up it surprises us by its beauty—chiefly due to the noble background afforded by the peaks of Ben Cruachan. The lake itself is slightly fringed with oak and hazel, and its south shore is here and there abrupt. There is a tiny islet at each end. At 2400 ft. W. corner of the lake, left of the road, is the *Serpent* or *Sourran Harrow*, 20 yds. long, with a ridge like a relaxed S. It was opened by Mr. Phene, F.R.G.S., in 1871, and a flint instrument, burned bones, and charcoal were found in it. Beyond it the road rises along the N.W. side of the lake and after losing sight of it in about a mile, traverses a humpy tract of peat-bog and heath. Near the school-house at the N. end of Lochnell is a monolith 9 feet high. (A branch road goes left at the farm of *Berranrioch*, and joins the old road from Connel to Oban, $1\frac{1}{2}$ m. short of the latter place.) The road on to Connel (*loc. cit.*) and thence back to Oban, passes, 3 m. short of Oban, the farm-road to Dunstaffnage (*p.* 222).

Connel Ferry, $6\frac{1}{2}$ m.; **Ledaig**, P.O., $8\frac{1}{2}$; **Beregonium**, 9; **Barcal-dine Castle**, 11; **Shian Ferry** (S.), 12; (N.), $12\frac{1}{2}$; **Port Appin**, 14 $\frac{1}{2}$.

Ferry dues:—Connel, 2d. each; minimum, 3d.; Shean, 3d. each; min., 6d.

Steam launch daily to Connel (N. pier), in connection with circular drive by Beregonium, Glen Salach, etc. (incl. fare, 8s. 6d.) For Glen Salach, etc., see p. 221.

This is a charming excursion and may be taken in either direction, the minimum of walking being 8 miles. It is best perhaps to take train or steamer to Connel Ferry and return by afternoon boat from Appin, as in this way you see the scenery better than in the other. Those who return to Connel Ferry should go as far as Barcal-dine, and those who prefer walking to Connel and have already visited Dunstaffnage should start by the old road, which goes east from the station through Argyle Square and, at the Parish Church, is the left branch of the fork. It has the wires beside it all the way and, after rising to the railway, drops into the new road a little short of the ferry, affording a fine view during the descent. In crossing Connel Ferry (*Inns*) the so-called *Falls of Lora* (*p.* 218) are on the right. They are effective about low tide. The viaduct of the Ballochulish railway, now in progress, is also above the ferry.

From the north side of the ferry a straight flat road over the *Moss of Achaurree*, whence the *Loch Nell Observatory* (private) is conspicuous on the far side of Ard-mucknish Bay, leads to the hamlet of **Ledaig**, and the daintiest little **Post Office** in Scotland. Above it hangs a sheer crag, whose scree has been converted by hard work into a garden full of bloom and beauty below—in the early summer a veritable little garden of "Gùl," such as one expects to find in the luxuriant woods of South Devon rather than on the rocky seaboard of Argyll. The maker and owner of this little Paradise was John Campbell, Gaelic poet, friend of Professor Blackie, a Highlander who maintained one of the best traditions of his race—courtesy to the stranger. Under his guidance you might climb the little green zigzags of his garden to a hole in the rock overshadowed by a sycamore—a lovely view-point—then cross to the *schoolroom sanctum*, so adroitly constructed that you can hardly tell which part is natural and which artificial. In it is a noble made out of an oak-tree on which, said Mr. Campbell, the Bruce once sat, and through the little window, with the waves a few feet below, you have another charming view. Mr. Campbell died in 1898, at 73.

Beregonium is $\frac{1}{2}$ m. further, and to reach it you take a shore-track opposite the smithy. It is an isolated mound, mainly limestone, called by the natives **Dunmaesniochan**, and fabled to be the site of a Pictish city. Argyll contests with Argyll the claim to this city, but Mr. Miller, in his "Guide to Argyll," quaintly tells us that there is *no* evidence in favour of Argyll, and *still less* in favour of Argyll. The burn and slaggd stones, where the rock is exposed on the summit, are not now attributed to the volcanic agencies of nature: they constitute a *Vitrified Fort*, and the north-eastern end, especially shows traces of regular arrangement. There is a well near this end.

Dropping to the road again from this end there are two ways to Barcaldine, which is visible from Beregonium. Take the one to the left, turning right again in $\frac{3}{4}$ m. **Barcaldine Castle** is a mile away, and reached by a branch road to the right. It is a fifteenth-century ruin in the usual Scottish style. A good flight of stairs leads to the top, whence the view over Loch Creran is singularly beautiful. The north side of the loch is diversified with charmingly wooded knolls, which stand out in graceful relief to the mountains behind. The remains of two *stone circles* may be seen in a field a little south-east of the castle. *Barcaldine modern Castle* is close by.

* * Those who return to Connel should continue by the road east from Barcaldine, and join the Creagan Ferry road from Oban to Ballachulish in $\frac{3}{4}$ m. The coach-route skirts Loch Creran, and then turns south through **Glen Salach**, which leads back to Loch Etive side, on which is the ivy-mantled ruin of **Ardehatten Priory**, a Cistercian foundation of the 13th cent.

Returning to the main road from Barcaldine, we reach in a mile **Shian (South) Ferry**, where the entrance to Loch Creran is crossed. From the north side an old cart-track reaches the pier at **Appin** in $1\frac{1}{2}$ miles. The inn at Appin (Temp., $\frac{1}{2}$ m. north of pier) is comfortable and reasonable.

Glen Lonan. A very pleasant 12-mile walk (allow at least 4 hrs.) may be enjoyed by taking the Glen Lonan route to *Taynuilt* (see map). The glen affords soft, but very charming scenery. The map may be a trifle at fault. At the head of Loch Nell climb Deadh Choimhead (1,255 ft.).

Longer Excursions.

(See Yellow sheet.)

(1) **Oban, Taynuilt, Portsonachan, and Loch Awe** ("Glen Nant" route). Map opp. p. 236.

A charming excursion taken in either direction. (1) Rail to Taynuilt, 13 m.; coach to Taychreggan and Portsonachan, $21\frac{1}{2}$ m.; steamer to Loch Awe, 28 m.; train to Oban, 50 m. (2) Exactly the reverse. For the rail between Oban and Loch Awe see p. 232; the sail between Loch Awe, Portsonachan and Taychreggan, p. 211. *Coaches from Taynuilt or Loch Awe in connection with trains that leave Oban about 9.30 and 12.30. Fare for the round, 9s., 7s. 9d.*

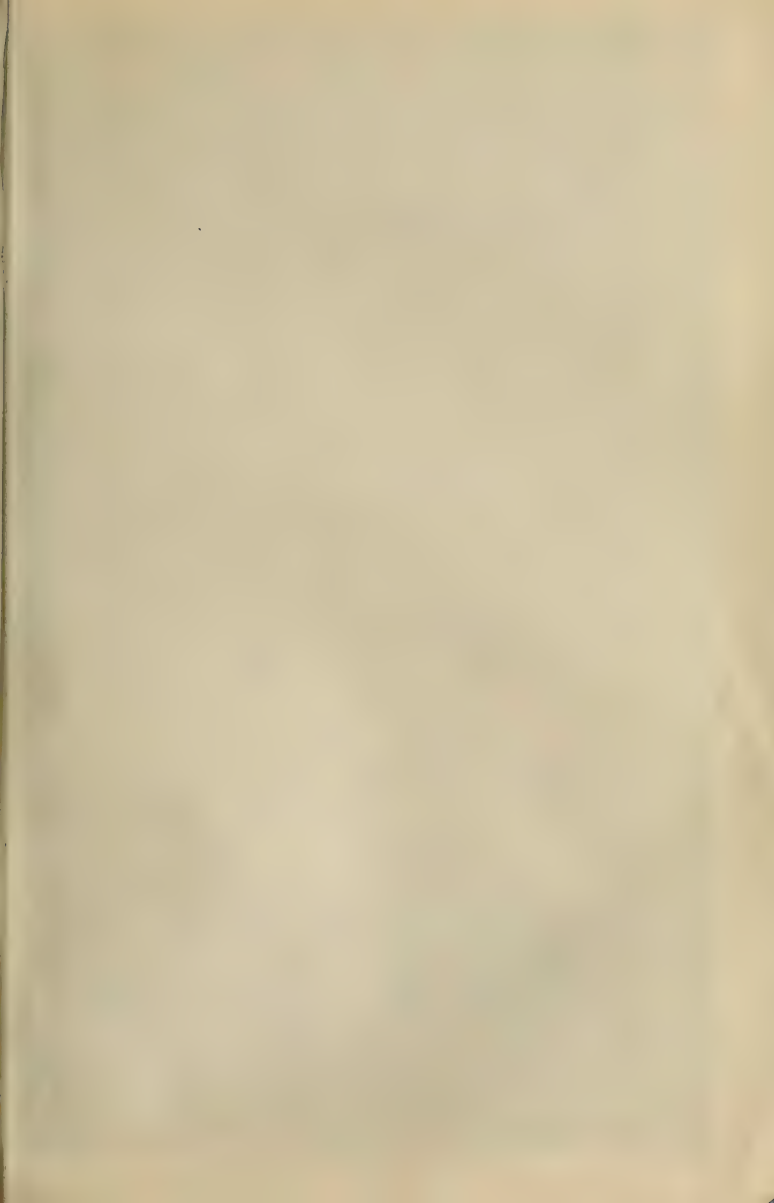
Glen Nant, up which the coaching part of the route goes, is a charming glen flanked by low wooded hills. In 3 miles we reach the *Tailor's Leap*, where, beneath a fall, two rocks on either side of the stream almost meet. Two rustic foot-bridges span the burn. Then the road ascends to open country, affording a splendid view of Cruachan, with Ben Lui, Ben Buie, and Ben Ime rising boldly in the left front, with *Loch Tromlee* (p. 223) half-a-mile away on the left. On the same side we may note trees of the Old Caledonian Forest. At **Kilchrenan** (7 m., *small inn*) is the grave of the great McCallum Mor, ancestor of the Duke of Argyll. It is a modern flat tomb, in front of the old stone at the E. end of the church, outside. The inscription is,—“Cailean Mor, slain in the Sreang of Lorne, A.D. 1294.” Hence the descent to Taychreggan is delightful, as are the two hotels on either side of the water. The “Portsonachan” is the larger of the two.

(2) **Oban to Ford by the Pass of Melfort (coach); returning to Loch Awe (steamer) and Oban (rail).** Map p. 218.

Oban to Kilniver, 8 m.; Kilmelfort, 16; Kintrae, 24; Ford, 30. *Good Hotel at Cuilfail (Kilmelfort).*

Coach every morning in connection with afternoon steamer down Loch Awe, and train from Loch Awe Station to Oban. *Fares for the round, abt. 17s. and 15s. 6d.*

An additional Coach to Cuilfail and back.



0 $\frac{3}{4}$ $\frac{1}{2}$ $\frac{1}{4}$ 1 2 3 Miles



The road portion of this route has no pretension to grandeur. The hills nowhere along it exceed 1,200 feet in height, but it threads a succession of woody glens, and skirts a couple of picturesque sea-lochs, and taken in connection with the sail down Loch Awe and the return by train from Loch Awe station to Oban, forms a by no means uninteresting portion of a very interesting day's tour. According to the time-bill the entire circuit takes about ten hours.

For the route as far as the head of **Loch Feochan** ($3\frac{1}{2}$ m.) see p. 222. Thence the road skirts the south shore of the loch as far as *Kilninrer*, whence it ascends *Glen Euchar*, and after crossing the wood-fringed River Euchar, and affording a view of Mull, passes through another prettily wooded glen, succeeded by a bare upland valley, to the beautiful **Pass of Melfort**. This is a deep, narrow ravine, finely flanked by rock and wood, and quite the *bonne bouche* of the journey. The road goes high above it, and then drops to the **Cuilfail Hotel** (*mail-coach to Lochgilphead daily, 23 m., 6s.*), a comfortable house. Thence, skirting Loch Melfort, and then the shore-line of the sea itself, we find our prospect blocked westward by the islands of Shuna and Luing, after which the road goes across country, passing at *Kintraw* the head of *Loch Craignish*, over whose isle-studded waters we look southwards to the mountains of Jura. Hence there is nothing noteworthy until we join the Ardrishaig and Ford Road, 2 miles south of the latter place, and descend the pleasant little *Craigenterrive Pass* to *Loch Awe*. The village of *Ford* (Hotel, at which a fair lunch may be had) is a mile short of the lake.

For the sail up **Loch Awe**, see page 210.

The return coach leaves Ford about 1.30 p.m., after the arrival of the boat which sails up the lake in connection with the morning train from Oban.

(3) Oban to Staffa and Iona. (*Map opposite p. 253.*)

A voyage of about ninety miles occupying 10 hours, more or less. Ample time is allowed to examine the attractions of the two islands. Passengers are landed in small boats. Fare for the round, 15s., inclusive of everything except refreshments. Luncheon, 10-2, 2s.; Dinner, after leaving Staffa, 3s. Steamer starts at 8 a.m.

This voyage, a very enjoyable one in fairly quiet weather, makes the circuit of the island of Mull. The outward journey is by the Sound of Mull on Monday, Wednesday and Friday, the return route being round the south side of the island; on the other days of the week the reverse route is adopted. During the sail through the Sound there is little fear of a disagreeably rough sea, but for the rest of the way the traveller must take his chance.

(a) *Starting by the Sound of Mull.* For (b) see p. 228.

As far as **Tobermory**, the route is described on page 252. Thence, passing the *Ru-na-gal Lighthouse* (opposite Ben Hiant) and, beyond it, *Bloody Bay*, so-called from a skirmish between the Macleods and Macleans in the 15th century, we double *Ardmore Point*, the most northerly in Mull and have a lovely retrospect up Loch Sunart, with Ben Resipol (2,774 ft.) showing a fine outline over its far end. Leaving *Ardnamurchan Point* and *Lighthouse* considerably to the right, we look northwards to the sharp Scur

of Eigg, the towering peaks of Rum, and between them the Coolin pinnacles of Skye visible in clear weather. Beyond and to the left of Rum is Canna, and looking between it and the "sandy Coll" (close) we may detect the Ben More of South Uist, 60 miles distant. South of Coll is Tiree. On Mull itself *Glengorm Castle*, a modern mansion, "open to all the airts the wind can blaw," is conspicuous. Beyond the next bay come *Calgary Bay* and *Castle*, and then our attention is fixed on a group of rocks of an astonishingly artificial appearance, similar to that of a line of fortifications. These are the **Treshnish Isles** and form a link in the chain of basalt trap rocks which extends from the Giant's Causeway to the Shiant Isles, north of Skye. One of them is called from its extraordinary shape the *Dutchman's Cap*. The Paps of Jura may now be descried in the distance. Opposite Treshnish, between us and Mull, are *Ulva* and *Gometray*, which appear as one island and hide *Loch-na-Keal*, the "Loch Gyle" of Campbell's pathetic ballad. The poet held a tutorship for some time near the west coast of Mull. On another islet, *Inch Kenneth*, which comes into view on the left after we have passed Gometray, Johnson and Boswell were, in 1773, comforted with true Highland hospitality for the physical sufferings which they had endured in the neighbourhood of Ardnamurchan Point. Their host was Sir Allan Maclean.

The **Island of Staffa**, which we now reach, rises from the open sea some distance outside the entrance to Loch-na-Keal. It does not consist merely of the closely-packed basaltic columns and the vaulted roof with which pictures have made everybody so familiar. It is a mile-and-a-half in circumference, and the northern part of it is grassy. The exact spot upon it at which we land depends upon the weather, and is fixed by the boatmen, who come over from Gometray to meet the steamer. Sometimes the rough rocks at the north end of the island form our landing-stage, and when we have scrambled up these we walk over the greensward to its southern end, where it attains its greatest height and displays its most remarkable scenery. At other times we are either rowed directly into Fingal's Cave or landed at a point a little short of it, and close to the *Scallop* or *Clam Shell Cave*, which is shaped and ribbed like the hull of a boat. Close to it a stair has been built by which, when the landing has been at the north end, we descend to the basaltic causeway leading from the Clam Shell to Fingal's Cave or, when we have landed on the Causeway, ascend to the top of the island. This causeway is the same in character as the Giant's Causeway in Ireland. Working our way over the columns which form it, and which would seem to have been sliced off horizontally, we pass the *Herdsmen* or *Buchaille*, an islet, at high water, of slight basalt columns, and turning sharply round the southern point of the island enter Fingal's Cave. When the weather does not admit of the cave being entered by boat, we can reach its inmost recesses by a natural gallery running along its eastern side.

Fingal's Cave does not disappoint our hopes. It is the most wonderful piece of scenery of its kind in the kingdom; its height is about 60 feet, and its length about 200 feet. Sharp-cut columns of dark basalt, with six or more sides, and clustering together so as to form one continuous colonnade, support a rough roof whence hang stalactites white with lime. Below, the water charges with a booming resonance the sides and ends of the cave, or laps them with a gentle ebb and flow. It is pellucid and exquisitely green in colour. In many parts around the wave-washed columns show a pink tinge. Adopting the favourite similitude of a cathedral choir, we need little stretch of fancy to fix the details, even to a little smooth-faced block of stone, facing us, which might stand for the notice-board of the anthem for the day—to be sung by the waves, let us add, and not, as is too often the case, by the visitors. Human voices more in accord than those of a "scratch" assemblage of exhilarated tourists one may hear everywhere and every day, but the "diapason of the deep," as it sounds in Fingal's Cave, is a thing to be enjoyed, perhaps, only once or twice in a lifetime. The Gaelic name of the cave, *Uaimh Binn*, signifies the "musical cave," but it was given before tourists resorted to it. There are other caves to the west of Fingal's, but invisible from its entrance, notably the *Boat Cave*, which has a splendid portico, and *Mackinnon's Cave*, in which the "dark and undisturbed repose" of the cormorant is still practically unbroken, except during the few moments of the steamer's passage.

The **Island of Iona** (*St. Columba*, Temp.; *Argyll*, Temp., 35s. a week; both small and satisfactory) lies 8 miles S. of Staffa. Its interest is entirely historical, the surface being barren and treeless. Its area is about 4 square miles, and it is separated from Mull by the Sound of Iona, itself about a mile wide, and, owing to the granite sand, of a lovely green colour. It is also called *Icolmkill* ("the island of Columba's Church"), or, now and then, simply "I," showing that it is in native regard pre-eminently the island of the neighbourhood.

Scotland and Ireland rest under great mutual obligation to each other, as is shown by the fact that while St. Patrick, the evangeliser of Ireland, was a Scotsman, St. Columba, the evangeliser of Scotland, was an Irishman. The latter, dissatisfied with his native land, took to the sea, and landed at Iona in the sixth century. Here he founded a monastery, and converted sundry neighbouring kings. The monastery was destroyed by Danish and Norse invaders about 200 years after its erection, and the present cathedral is some centuries later.

After quitting the boat* the visitor passes, on the way to the cathedral, the *Nunnery of St. Mary*, of which a considerable portion remains. It is 6 centuries old; notice the effigy of the last Abbess (*d.* 1543). Thence he proceeds by the *Straid-na-Marbh* ("street of the dead"), as it is significantly called, and past a Celtic monument called *Maclea's Cross*, 11 feet high and beautifully carved. It is said to be the oldest in Scotland, but hardly looks it. Beyond it, we reach a *Burial Ground*, the oldest in

* Visitors are conducted by a most competent guide.

Scotland, and dedicated to *St. Oran*, whose *Chapel*, a small building of rough early architecture with a fine Norman doorway with chevron mouldings, it contains. It is said to have been built by Queen Margaret in 1080.* The arch over *St. Oran's* grave has a touch of the Byzantine style. Within and without the chapel are tombs of untold antiquity, though none so old as *Columba's* time, lately ranged in rows of kings, chieftains, and men of lower degree. The last king said to have been buried here was *Macbeth* (but see p. 105). In this chapel is the *tomb of Ronald*, Scott's hero in the "Lord of the Isles." His real and less poetical name was *Angus Og*, and he was with *Bruce* at *Bannockburn*. There is also that of *McQuaie*, "chief of *Ulva's Isle*."

Onward, towards the Cathedral, we pass the *Celtic Cross of St. Martin*, 12 feet high, bolder than *Maclean's* in its carving, but overgrown with lichen. *St. Martin* was a military saint who divided his cloak with a beggar. The most modern cross in *Iona* is one erected by the Duke of Argyll, owner of the island, in honour of the late Duchess.

The **Cathedral of St. Mary** is seven centuries old. It has Norman and Early Pointed details. Its shape is cruciform, and fragments of every part remain. The tower rises above four pointed arches to a height of 75 feet. It is square and plain. Notice the tracery of the square windows of later date, also, in the *chancel* in an iron cage, "*St. Columba's pillow*," and the flamboyant east window, repaired 20 years ago; also the tombs of two abbots, and, in the middle of the church, that of the warrior, *Macleod of Macleod*. Of the *nave* little more than a Pointed archway remains, with remnants of the *cloister* and *refectory* to the left. Of the *chapter-house* two Norman arches, with double dog-tooth carving, remain. The cathedral was in 1898 presented by the Duke of Argyll to the Church of Scotland.

Those who stay longer on the island may either walk round it (abt. 10 m.), or cross to *Spouting Cave* (1½ m.).

Quitting *Iona*, the steamer proceeds round the south shore of *Mull* (for details see below), passing near the *Carsaig Arches*, fine openings in the trap rock. The coast-scenery is fine all the way, especially in the neighbourhood of *Loch Buie*, where the columnar basaltic formation reappears, attaining a height of about 1,000 feet, and backed by green mountains which rise to more than double that height. In returning to *Oban*, we enter the *Sound of Kerrera* at its south end. There is a fine view of *Ben Cruachan* and the *Paps of Jura* on the way.

(b) **To Iona and Staffa**, by the south shore of *Mull* (swift steamer *Tu., Th., Sat.*).

Sailing southward, as in the route to *Crinan*, through the *Sound*

* See p. 19, "St. Margaret's Chapel, Edinburgh."

of Kerrera, we pass (3 m.) *Gallanach House*, a modern building in a grassy glade on the mainland, and then, doubling the southern end of Kerrera, have a good view of the ivied ruin of *Gylen Castle* (p. 222), on the shore of Kerrera. Southward, the little *clachan bridge* connecting the island of Seil with the mainland may be seen for a few moments, and as we get further out the noble peaks of Cruachan cut the horizon behind us. The little bracket-shaped island on the right is *Bach Island*—a fishing bank—and the chief peak visible in Mull is Ben Talla. The high ground south-west is Scarba, beyond which, in clear weather, are seen the Paps of Jura—first one, then two, then three. On the near side of Scarba is the *Fladda Lighthouse*, and, westward of it, the Garve ("Rough") Isles, or "Isles of the Sea." Ben Nevis may just be detected far away up Loch Linnhe; the Sugarloaf of Glencoe to the left, and Ben Lui to the right of Ben Cruachan. Then, steaming close under the towering deeply riven cliffs of Mull, we pass *Lord Lovat's Cave*, and the charming **Loch Buie**, the shores of which would, in more accessible regions, make a popular watering-place. At the head of the loch are the ruins of *Moy Castle*, where Johnson and Boswell were entertained, and *Loch Buie House*, the modern seat of the Macleans of Loch Buie. *Ben Buie* rises steeply to a height of 2,354 feet, and to the right of it, farther away, is *Ben Creach* (2,289 feet), and the peak of Ben More (3,185 feet) rises left of the former.

Leaving Loch Buie behind us, we probably, after getting a peep at Ben More, make a call off *Carsaig Bay*, on the shore of which are Innamore Lodge and *Pennycross House*. Carsaig is the "Castle Dare" of Mr. Black's novel. In the background are nice little wood-environed waterfalls. Beyond this the **Ross** (promontory) **of Mull** extends for about 15 miles, with an average breadth of 4 miles. The cliffs at first attain a height of 800 feet, but soon become much lower. Hereabouts the line of division between the basalt and the freestone, standing along the face of the rock, is clearly seen, the former capping the latter. Beyond Carsaig, a small opening in the rock indicates the Nuns' Cave, whence the freestone used in building Iona Cathedral is said to have been obtained. The neighbourhood is strong in fossils.

A little further, at the promontory, we can see through the *Carsaig Arches*, two in number, and basalt in formation. Then comes a pretty waterfall; Ben More returns to view, and southward rises Colonsay in front of Islay. Hence our course is past a sharp cliff called *Gorry's Leap*, between the Ross and the *Torran Rocks*, a reef which extends 12 miles south-westward to the *Dhu Hearteach Lighthouse*, visible in clear weather. The west end of the Ross is wholly of granite, and, entering the **Sound of Iona**, no one can fail to remark the lovely colour of the water, caused by the blue sky and the bright granite bed of the sea.

For **Iona**, **Staffa**, and the **return voyage** we must refer our readers to the previous description (pp. 225—8).

(4) By Loch Etive, Glen Etive, and Glencoe to Ballachulish, returning by Loch Linnhe. (*See also p. 240.*) Maps opp. pp. 236, 253, 231.

Oban to Ach-na-Cloich (train) 9½ m.; Taynuilt (steamer), 13; Lochetivehead, 24; Glencoe (road, coach), 37; Clachaig Inn, 45; Ballachulish Hotel, 52; Pier, 53; Oban (steamer), 78.

Fare for the round, 1st Cl. and Cabin, 19s. 6d.; 18s. 3d., including driver's and guard's fee.

This tour is one of the finest from Oban. It may be made in either direction. It includes the whole of the grand and yet diversified scenery of Loch Etive, and the entire length of Glencoe. Taking Loch Etive first, tourists leave Oban by train about 9.30 a.m., and reach Oban again by steamer from Ballachulish about 7 p.m. In the other direction they leave Oban by steamer for Ballachulish about 6 a.m., and get back by train about 6.30. As far as times are concerned, the outward journey is most conveniently made by the former service, and for that very reason many tourists will, in the height of the season, choose the latter. There is a second service between Oban and the head of Loch Etive.

Quitting Oban the railway makes a wide sweep up the hill-side behind the town, revealing on the left hand a fine view across Loch Linnhe to the mountains of Mull; then, overlooking *Dunstaffnage Castle* (p. 222) on the same side, it descends to *Connel Ferry Station* and the side of **Loch Etive**. Just here the loch contracts into a narrow channel through which, when the tide is low, its waters twist and swirl about most tumultuously. The scene is called the **Falls of Lora** or *Connel*.* Thence skirting the loch we reach *Ach-na-Cloich* (no inn). Here is the tiny pier whence the excellent little steamer starts. Lunch, etc., is provided on board.

Between Connel Ferry and *Taynuilt* the shores of the lake are low. We pass *Ardochattan Priory* (p. 224) opposite *Ach-na-cloich*. In front the mass of *Ben Cruachan*, towering directly from the sea-level and gracefully draped with wood in its lower skirts, gives a special attraction to the sail. Beyond *Taynuilt* the lake, as it turns northwards, narrows suddenly, and during the rest of its course is closely hemmed in by wild and rugged mountains, whose sides are intersected by a succession of short and deep glens. On the right *Ben Cruachan* presents its rockiest side. Beyond it several mountain-streams fall into the lake, the largest being the *Glenkinglas* burn. Then, on the same side, some way back, *Ben-a-Chochuil* and, at the head of the loch, *Ben Starav* (3,541 ft., very steep). On the opposite side of the lake the hills rise with equal abruptness, but not to so great an elevation, till right ahead the two *Buchaille Etives* form an almost perfect semicircle, and to the left of them *Bidean-nam-Bian*, the crowning height of Argyllshire, presently appears. Towards its head the loch again narrows considerably, and we are landed in a small boat on to a stony strand.

The coach-drive to the Glencoe road involves an ascent of between 800 and 900 feet in a dozen miles. The *Buchaille Etive* ("Shepherds of Etive") group, lying in the angle formed by Glen

* Hereabouts the Ballachulish railway is being carried across (see p. 328).

Etive and Glencoe, blocks up the front prospect during the first part of it. The *Etive Water* and its tributaries form some fine rapids near *Dalness Lodge*, which stands in a small grove with a rich garden—a veritable oasis. From *Dalness* a mountain-track strikes off to the left between *Bidean-nam-Bian*, the crowning summit of Glencoe, and *Buchaille Etive*, joining the main road through Glencoe in about 4 miles, after crossing a *col* of 1,484 feet. By adopting this the pedestrian saves 6 miles.

Our road next passes under a fine purple boss on the right, called “Sunny Peak,” beyond which a tributary valley opens to *Stob Ghavarr* (3,655 ft.). Then, with the crags of *Buchaille Etive* on the left, we enter the Glencoe road a mile west of **King's House Inn** (greatly improved). There is usually an *al-fresco* refreshment-stall here. Far ahead, across the *Black Moor of Rannoch*, the peak of *Schiehallion* is seen—in shape like *Snowdon* from *Portmadoc*.

Kingshouse Inn to Fort William by the Devil's Staircase. 25m., 10 hrs. This track diverges to the right from the *Ballachulish* road 3 miles from *Kingshouse*, and not far from a shooting-lodge on the same side. It first climbs to a height of 1,800 feet, and then descends to *Kinlochmore* at the head of *Loch Leven*. From the highest part there is a fine mountain panorama. At *Kinlochmore* there are two houses, and thence a cart-track, passing several farmsteads, goes all the way to *Fort William*. Near *Kinlochmore* the *Rev. Mr. Mackonochie* perished in the winter snows of 1887-8. *No inn on the way.*

Hence the first part of the way to *Ballachulish* is bare and uninviting. Then **Glencoe** begins. The best view of it is obtained from a parapet called the “Study,” about 5 miles from “*Kingshouse*,” and a short distance beyond the watershed, which is 1,011 ft. above the sea. There are many valleys in Scotland which may vie with Glencoe in sterility and desolation, but none in the combination of those two attributes with that ruggedness which is produced by the preponderance of bare rock. The three towering crags on the left are “Faith, Hope and Charity.” Just below the “Study” is a pyramidal cairn of rough stones set up in memory of the late *Dugald Stuart of Dalness*. Some way down the glen we notice *Ossian's Cave*, a narrow slit high up on the left, and then, beyond a farmstead, we come to *Loch Triochatan*. The *Glencoe Inn* is placed at an angle of the glen and near the scene of the massacre,—a green, hillocky spot marked by a rude dwelling or two. Between 2 and 3 miles further the shores of *Loch Leven* are reached near *Invercoe Bridge*. The peaked summit on the right hand, overlooking the loch, is the *Pap of Glencoe*. Between *Invercoe* and **Ballachulish Hotel** (first-class) the road is spoilt from a picturesque point of view by the vast and busy slate-quarries of *Ballachulish village*, after passing which, however, it again reaches a high degree of unmarred beauty. The *pier* at *Ballachulish* is nearly a mile beyond the hotel. For return to *Oban*, see p. 160.

Oban to Glasgow and Edinburgh.

(General Map opp. p. 218.)

"Cycle run from Oban to Dalmally very enjoyable."

The routes from Oban southwards to Glasgow and Edinburgh have been so fully described the reverse way (*page 183*), that we shall here confine ourselves to a brief recapitulation of the principal objects of interest in each. The journey is practicable in one day by any of the following (the figures apply to Glasgow):—

	Rail Stmr.		Cch.	Ttl.	Time*	Fares.*		
	m.	m.				1st.	3rd.	
	m.	m.	m.	m.	hrs.	s.	d.	s.
(a) By Callander and Stirling	116	—	—	116	4½-5	13	2	7 4½
(b) " Crianlarich & Loch Lomond	62	22	9	93	9¾	17	0	10 6
(c) " Inveraray and Loch Fyne	47	72	16	135	9¾	16	0	12 6
(d) " " Loch Eck	47	16	29	92	9¾	17	6	15 0
(e) " Crinan Canal & Kyles of Bute	22	93	—	115	9¾	13	0	7 6
(f) " Loch Awe	44	80	16	140	9¾	17	6	13 0
(g) " Mull of Kintyre	22	150	—	172	15	10	0	—
(h) " Crianlarich & West H'land R'way	101	—	—	101	5-5¾	13	2	7 4½

* Approximate.

Edinburgh passengers take train thither from Gourrock, Greenock or Glasgow by every route, except (a), which conveys them direct to Edinburgh in from 4½ to 5½ hours, and (h), on which they change carriages at Crianlarich, and are there dependent on the train connections. Leaving Oban abt. 8 a.m. they may also adopt (b) as far as Inversnaid, proceeding thence by Loch Katrine and Stirling.

A comparison of these routes, as regards scenery and facilities of travel, will be found on p. 195. It is, therefore, only necessary for us to briefly describe them here.

Oban to Glasgow or Edinburgh by Crianlarich and Stirling (train all the way), or by **Crianlarich and Loch Lomond** (train, coach and steamer). Maps opp. pp. 224, 70, 58, 5.

Oban to Dalmally, 25 m.; Tyndrum, 37; Crianlarich, 42; Killin Junc., 52; Lochearnhead, 59; Callander, 71; Stirling, 87; Edinburgh, 123; Glasgow, 116.

—*Crianlarich to Ardlui (coach), 9 m.; Balloch (steamer), 31; Glasgow (train), 51, or (train through from Crianlarich to Glasgow), 59.*

Ref.-rms. at Dalmally (down platform), Callander and Stirling.—Full description the reverse way, pp. 65 and 45.

There are about 6 trains a-day. Through carriages are run to Glasgow by every train.

For the Loch Lomond route (*p. 14 of yellow sheet*), passengers leave Oban about 8 a.m. and 12.30 noon, reaching Glasgow at about 5 and 8 p.m. By the first service nearly an hour is allowed at Ardlui.

Quitting Oban the railway takes a wide sweep up the hill, affording a fine view on the left of Loch Linnhe and the mountains of Mull. Then, leaving Dunstaffnage Castle on the same side, it descends to Loch Etive, whose shore it skirts for a great part of the way to **Taynuilt** (13 m.). Ben Cruachan is a grand object in front, and from about Taynuilt there is a momentary view of the twin "Buchaille Etives" up the narrowing loch.

Taynuilt to Ballachulish, 26 m. (p. 241). A very interesting walk. The ferry over Loch Etive is crossed at *Bunawe*, where are large quarries. Thence a road leads over low hills to *Loch Creran* (8 m.), which is also crossed by a ferry at a point where the water contracts into a strait near the head of the loch. Here (11 m.) is a *public-house*. Hence the road proceeds up *Glen Creran* for 7 miles to a farm called *Salachail*, passing through some lovely woods on the way, a favourite *habitat* of the beech fern. From *Salachail* the route, becoming a mere track, rises to the left from the main valley, and in another two miles crosses a *col* (1,300 ft.), whence it makes a steep descent of half-a-mile to the *Laroch Burn*, which it crosses at once. During the descent, Ben Nevis is seen straight ahead, and lofty mountains rise on both sides of the track, which then drops more gradually to the *village* of *Ballachulish* (23½ m.), keeping the burn on the right all the way. From the *village* to the *Hotel* of *Ballachulish* (p. 240), it is about 2¼ miles by high road, skirting *Loch Leven* all the way. For other hotels see p. 240.

From Taynuilt the line proceeds through the *Passes of Awe* and *Brander*, crossing the *River Awe* in about 2 miles, and then skirting the steep southern flank of *Ben Cruachan*, with first the rapid river and then the still lake of Awe on the right, to **Loch Awe Station**, before reaching which the main expanse of the lake comes into view on the same side. The hills across the lake lack character, but its surface is beautifully diversified with islands, and its shores with wood. Beyond Loch Awe Station the line turns eastwards, and crosses the end of the lake at the foot of *Glenstrae*, affording a complete view of *Kilchurn Castle* (p. 70). At this point the long ascent to Tyndrum is commenced, the line reaching **Dalmally Station** in less than 2 miles.

For the coach route to *Inveraray* in connection with the "Lord of the Isles" to *Glasgow*, see p. 235.

Dalmally to Inveroran, 15 m.

This road diverges from *Glen Lochy*, up which the railway passes, at *Inverlochy*, 2½ miles beyond Dalmally station. Thence it ascends *Glen Orchy*, keeping the *River Orchy* on the left hand, and passing some fine falls of the same name about half-way. At the *Bridge of Orchy* (station, see p. 192), 3 miles short of Inveroran, the road from Tyndrum is joined, just beneath the northern extremity of *Ben Douran* (3,267 ft.). For the Tyndrum route, see p. 245.

Quitting Dalmally the line, rising considerably above the valley, affords a fine view over that part of it in which *Glen Lochy* and *Glen Orchy* unite their waters. The highest peak of *Ben Cruachan*, hitherto invisible, rises above the lofty buttresses of the same mountain, which may have been mistaken for the summit-ridge when seen from the other side of Dalmally. On the right of the line *Ben Lui* rises steep and high. Towards Tyndrum a bleak and level upland strath is traversed, and on reaching that station *Ben More* and its twin brother *Stobinian* show their triangular peaks in front to great advantage. The road to Ballachulish descends the depression on the left, to all appearance blocked by the precipitous table-topped *Ben Douran*. Along the same valley comes the West Highland Railway (p. 190), which runs almost parallel with our line to **Crianlarich**, where we pass under it. The stations are ¼ mile apart. We are now in *Glen Dochart*.

To Glasgow by Loch Lomond. For train by *Loch Lomond* and *Loch Long* see p. 245. From *Crianlarich* the coach-road climbs by a short pitch to the head of *Glen Falloch*, whence it descends easily to *Inverarnan* and the *Ardlui Hotel*, the former 2 miles short of the latter. On both

sides of the glen are green and steep mountains, and about half-way down it the stream makes some fine falls through a rocky ravine. At **Ardlui** we embark upon the *Loch Lomond* steamer. The lake is very narrow at its upper end, and closely flanked by green hills richly draped with wood. About a mile down it on the right hand is the *Pulpit Rock*, so called from the occasional use to which it is put by the minister of Arrochar, and half-a-mile short of Inversnaid is *Rob Roy's Cave*, an opening on the left only discoverable by two white rings painted on the rock outside. For the rest of the journey to Glasgow see page 54, and for a full description of **Loch Lomond**, page 198.

Beyond Crianlarich the railway passes between *Ben More* and *Loch Dochart*, the latter containing a castled islet which once served the Bruce for a retreat after a skirmish with the Lord of Lorn. Then passing *Luib Station* ($1\frac{1}{4}$ m. short of the hotel), we climb to **Killin Junction**, where the branch line to Killin Village and Pier diverges. (*For description of route, see p. 71.*)

Continuing upwards, we now gain a beautiful view of the upper reach of *Loch Tay* with *Killin* at its head, and the mountain-ridge of which *Ben Lawers* is the crowning summit rising finely in the rear. In two miles the highest point on our route is reached (948 feet above sea-level). Then we rapidly descend *Glen Ogle*, a wilder but less extensive valley than *Glen Dochart*. The line hugs the slope of the hills which form its western flank, and passes at a great height above the head of *Loch Earn* (p. 68), affording a full and beautiful view of that fine sheet of water, with *Ben Vorlich* rising nobly from its southern shore. **Lochearnhead Station** is considerably beyond the lake and 2 miles distant from the hotel. At it the road reaches the level of the railway.

For the coach and railway-route hence to St. Fillan's and Crieff, see p. 67.

From *Lochearnhead* the descent is continued for a mile to the *King's House*, the point of divergence for *Balquhiddie*—2 miles distant (p. 66). Passengers wishing to quit the railway here must give notice to the guard at *Lochearnhead*. They may rejoin it at the next station, **Strathyre**, after a walk of 6 miles described the reverse way on p. 66. There is an inn at *King's House*, but none at *Balquhiddie*. The basin in which *Loch Voil* lies is visible from the line, but not the lake itself.

We now enter *Strathyre*, passing the village of that name, at which there is a station and an inn or two (one *Temp.*), and reaching in another mile *Loch Lubnaig*. The road, to be preferred on the score of scenery, skirts the eastern, and the rail the western side of the lake, which is divided into two reaches by a steep rock about the middle.

Between *Loch Lubnaig* and *Callander* is the *Pass of Leny*, which is also best seen from the road. On the right *Ben Ledi* shows its most abrupt side from head to foot, and on the left the *Leny* rushes through a most picturesque gorge to the open country beyond, in which it joins the more tranquil stream of the *Teith* descending from *Loch Vennachar* and the *Trossachs*. Close to the meeting of the waters lies **Callander** (p. 48).

For the route on to Stirling, Edinburgh, and Glasgow, see p. 169.

Oban to Glasgow by Dalmally, Inveraray, and (1) Loch Fyne ("Lord of the Isles" Route), or (2) Loch Eck. Maps opp. pp. 236, 204, 218.

Loch Fyne Route. Oban to Dalmally (rail), 25 m.; Inveraray (coach), 41; Rothesay (steamer), 97; Dunoon, 107; Gourock, 111; Greenock, 113; Glasgow, 135.

Loch Eck Route. Inveraray to Strachur (steamer), 4 m.; Locheckhead (coach), 10; Inverchapel (steamer), 16; Dunoon (coach), 24. Total distance from Glasgow to Oban, 92 m.

Full description the reverse way, p. 202.

Passengers by either of these routes leave Oban about 9.30 a.m., and join the "Lord of the Isles" at Inveraray, whence, by the Loch Fyne route, they keep the steamer throughout to Glasgow, or take train at Gourock or Greenock. For the Loch Eck route they simply cross Loch Fyne to Strachur and rejoin the "Lord of the Isles" at Dunoon.

The railway to Dalmally is described in the foregoing route.

The coach, which starts from the hotel, half-a-mile distant, picks up the passengers at **Dalmally Station**, where there is a refreshment room. Thence the road traverses at first a bleak, humpy moor, passing on the left a conspicuous monument, wherein Greek art does honour to Gaelic poetry. From it there is a beautiful view of the lowest reach of Loch Awe, studded with islands. The road then descends to the shore of the lake and the hamlet of *Cladich*, whence it rises again steeply to the watershed between Loch Awe and Loch Fyne, developing during the ascent a glorious retrospect of Ben Cruachan. A gradual descent to Inveraray follows, the last few miles being through a richly wooded country in the policies of the Duke of Argyll. The beautiful *Aray Burn* makes a fine fall, which is well seen from a bridge close to the road, 3 miles short of **Inveraray**, for a description of which little town, see p. 203.

Inveraray to Glasgow by Lochgoilhead.

Inveraray to St. Catherine's (ferry), 2 m.; Lochgoilhead (coach), 11; Greenock (steamer), 30; Glasgow (train), 52.

Fares to Lochgoilhead, 4s.; Glasgow, 6s. 6d., 6s. Leaves Inveraray abt. 10.30 a.m.

Through service to Glasgow (8½ hrs.), see yellow sheet.

This interesting route is fully described the reverse way on page 216. Its most salient features are the ascent of *Hell's Glen* from St. Catherine's, and the sail down *Loch Goil*. The former climbs to a height of 720 feet, and then drops rapidly to the valley, which, during the last 3 miles to Lochgoilhead, is almost level. Pedestrians will find this a more interesting route to Arrochar and Tarbet, on Loch Lomond, than either the coach-road round the head of Loch Fyne or the short cut into that road at the foot of Glenkinglas *via* St. Catherine's. In following it they must take a by-road, which strikes up a valley to the left at the foot of the descent from Hell's Glen, 6 miles from St. Catherine's. This road rises in 3 miles to the "Rest and be Thankful" stone at the head of Glencroe, where it joins the following route. The full distance from St. Catherine's to Arrochar is 16 miles, to Tarbet, 18 m.

For Loch Goil and the route to Glasgow, see page 216.

Inveraray to Arrochar, Tarbet and Glasgow, by Loch Lomond.

Inveraray to Cairndow Inn, 10. m ; Arrochar, 22 ; Tarbet, 24 ; Glasgow, 60.

These routes, as far as Tarbet, are fully described the reverse way on page 200 ; thence to Glasgow, on page 54. From Arrochar to Glasgow on page 217.

Pedestrians should cross the ferry from Inveraray to St. Catherine's (2 m. *Ferry-boat, 1s., twice a day. Private boats for 1s. at any time.*) Thence they may proceed either by Glenkinglas or by Hell's Glen (p. 217) to the top of Glencroe, where the two routes meet.

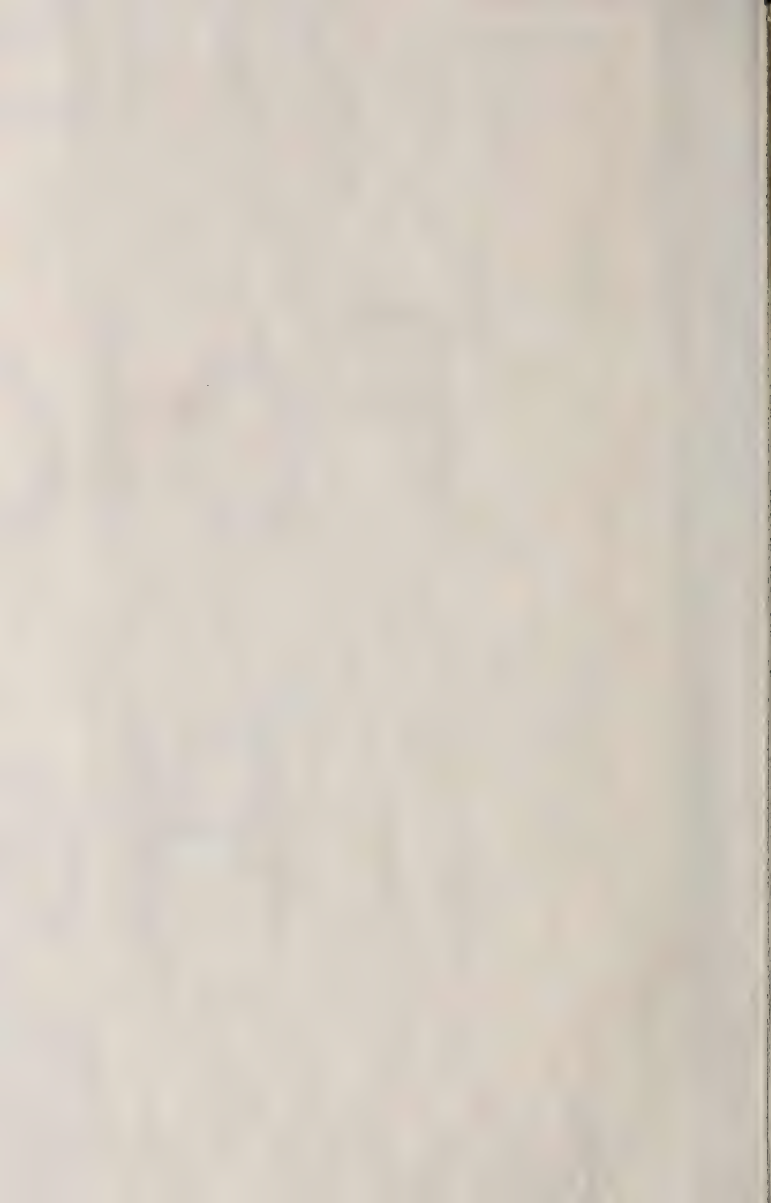
The main road passes under *Duniquoich Hill*, and makes a wide circuit round the head of Loch Fyne to *Cairndow Inn*, whence it proceeds up *Glenkinglas* by a straight road for several miles. Then, bending to the right, it rises to the "Rest and be Thankful" stone at the head of Glencroe (860 ft. above Loch Fyne), after which it descends the whole length of *Glencroe* and, rounding the head of *Loch Long*, crosses the narrow isthmus between *Arrochar* and *Tarbet*. The last part of the route is the finest.

From Inveraray the "Lord of the Isles" starts at once, crossing Loch Fyne to *Strachur* in 15 minutes.

Loch Eck Route. At *Strachur*, where are two comfortable inns, the coach is waiting to convey passengers to *Locheckhead*, an hour's drive. Thence the little lake-steamer takes them to *Inverchapel* at the foot of the lake. (*For a description of Loch Eck, see page 202.*) The drive from *Inverchapel* to *Dunoon* occupies nearly an hour-and-a-half, the road skirting the western margin of the *Holy Loch*.

From *Strachur* the "Lord of the Isles" sails the length of *Loch Fyne*, at the lower end of which the Arran mountains present an outline of considerable boldness and at the same time thoroughly graceful. The immediate shores of the loch, sloping gradually to the higher hills which lie further back, are well timbered, but nowhere either abrupt or grand, except about the head of the loch, some miles beyond which Ben Lui rises impressively, while from the western side of the water, about *Strachur*, the noble peaks of Ben Cruachan, seen above the lower range of hills between Loch Fyne and Loch Awe, have an imposing appearance. *Ardrishaig*, whence starts the "Columba," is passed on the right nearly 20 miles from *Strachur*. Then we round *Ardlamont Point* and turn northwards up the **Kyles of Bute** (p. 208), making our first call at the long sea-fronting village of *Tighnabruaich*, whence, passing through the narrowest and most beautiful part of the Kyles, we turn south again to **Rothsay**. Hence our course is up the Clyde, through a scene teeming with life and animation, if it happen to be a fine summer afternoon. At **Dunoon** we pick up passengers from the Loch Eck route and soon after, reach *Gourock* and *Greenock*, at either of which piers passengers may disembark and proceed by train to **Glasgow**; or they may remain on the steamer all the way: or they may cross by steamer from *Dunoon* to *Craigen-doran*, and thence take train,





Oban to Glasgow by Crinan Canal (or Loch Awe), Loch Fyne, and the Kyles of Bute. "Columba" Route. Map opp. p. 218.

Main Route. *Oban to Crinan (steamer), 32 m.; Ardrishaig, 41; Rothesay, 77; Dunoon, 87; Gourock, 91; Greenock, 93; Glasgow, 115. Fully described reverse way, p. 205.*

Steamer leaves Oban about 8.30 a.m.; Crinan ("Linnet") abt. 10.20; Ardrishaig, ("Columba"), 1 p.m.; reaching Rothesay about 3.30; Dunoon, 4.10; Gourock, 4.25; Greenock, 4.45; and Glasgow, 6.45. Passengers disembarking at Gourock or Greenock (*Princes Pier*) reach Glasgow between 5.20 and 6.0; from *Dunoon* (best for Edinburgh), 6.15; Edinburgh, abt. 7.10. See *yellow sheet*.

Loch Awe Route. *Oban to Loch Awe (rail), 22 m.; Ford (steamer), 44; Ardrishaig, 60; Glasgow, 134. Through Fare, 1st Cl., 17s. 6d.; 3rd (Cabin on Loch Awe), 13s. (Map of Loch Awe, opp. p. 211.)*

Train leaves Oban about 8 a.m.; Loch Awe (steamer), 9.5; Ford (coach), 3; reaching Ardrishaig (where the night is spent) soon after 5 (*for route on see yellow pages*).

The first part of the voyage is between Kerrera and the mainland. Then, opposite the entrance to Loch Feochan, we have a fine view of the peaks of Ben Cruachan. The first stopping-place is *Easdale* (p. 212), where we go through a narrow channel between the island of that name and the larger one of Seil. Then *Luing*, an island 6 miles long, is passed on the left, beyond which and a multitude of rocky islets on the starboard, is

"Scarba's isle, whose tortured shore
Still rings to Corrieveckan's roar,"

a description more poetical than true. *Scarba* contains red-deer. Conflicting tides produce most remarkable contrasts in the surface of the sea about here. In some places it is smooth and grey as polished marble, in others as rough as weathered granite. Beyond *Corrieveckan* the island of *Jura* stretches southwards, brought to an end by its twin "Paps," but the steamer turns landwards into the snug little bay of **Crinan**. Here the passengers quickly transfer themselves to the neat and trim little "Linnet," which goes puffing along the *Crinan Canal* for the next 9 miles. About 2½ hours are allowed to travellers in this direction between Crinan (new *Tourist Hotel*) and Ardrishaig, and passengers may very easily walk from the first lock on the way (3 m. from *Crinan*) to No. 5 lock opposite the **Cairnbaan Hotel** (*Temp.*), there being 9 locks on the way, taking about ¾ of an hour to get through, though the distance is only a mile. A little short of Ardrishaig, we pass *Lochgilphead* on the right.

Loch Awe Route. (*More fully described the reverse way on p. 210.*) The rail to *Loch Awe Station* is described on page 232. Close to the station is a good and beautifully situated hotel under the same proprietorship as the old-established one at Dalmally. The pier adjoins the platform, and the steamer starts at once, affording a good view of *Kilchurn Castle* (p. 70) on the left. Opposite to it is *Ardanasaig House*, and, on the other (E.) side of the loch, *Innistrynich House*, *Cladich* and *Ardvreckish House* in succession. On the way we pass *Innis Chonain* ("Isle of Dogs"), *Innis Fraoch* ("Heather Isle"), very small

and containing the remains of an old castle, and *Innishail* ("Isle of Repose"), so called from an old churchyard upon it. The last-named islet also contains the ruins of a monastery and chapel.

Our first calls are at (6½ m.) **Portsonachan** and **Taychreggan** (p. 211), beyond which there is nothing of special interest, except the winding shores of the lake, until some way beyond *Blairgour Falls* (unseen) on the left, we pass *Innis Chonol*, whereon are the most considerable ruins in the neighbourhood, except those of Kilchurn. Then comes **Port-in-Sherrick** (Anglers' Inn), opposite to which is *Innis Errith*, with more ruins and gravestones. Last of all, just before reaching the little pier at Ford, we pass *Fincham Castle* on the left hand. The "machine" is waiting for the boat at the pier, but the inn is a mile further on the way. Beyond it we hurry up the *Craigenterrive Pass* by the shores of little *Loch Ederline*, and, after a few minutes' breathing space at the strikingly situated little village of **Kilmartin**, we pass on through a comparatively uninteresting country to *Lochgilphead* and **Ardrishaig** (*Royal Hotel*).

At **Ardrishaig** we get on board the "Columba," which has just arrived with its crowd of passengers, either northward-bound or simply out for a day-trip from Glasgow and the Clyde. When once under weigh and well out on Loch Fyne, we may contrast the peaks of Ben Cruachan in the far north with those of the Arran mountains in the south. Otherwise the low hills which flank the loch on both sides are somewhat devoid of character. At *Tarbert* the steamer calls for Islay and Campbeltown passengers, and thence our route is identical with that of the "Lord of the Isles" (p. 236).

Oban to Greenock and Glasgow by the Mull of Kintyre.

Oban to Greenock, 130 m.; *Glasgow*, 150. *Time to Greenock*, 12 hrs.; *Glasgow*, uncertain. *Fare* (cabin), 10s. to *Greenock*.

Oban dep. frequently between Mon. night and Fr. morn.

This service is performed by the well-known steamers of Mr. MacBrayne and by others which call at Oban for goods and passengers on the return journey from the Hebrides. Pleasant as the voyage is, the tourist who is tied for time must not forget that punctuality cannot be depended upon, the hours of calling at the different ports varying in accordance with the quantity and character of the cargo which has to be dealt with during the week's voyage. The boats will not leave Oban *before* the times advertised; how long after can be guessed from telegrams.

The route, which we have fully described the reverse way, on page 212, is the same as that of the faster steamer service (p. 237) as far as *Crinan*, after which it goes the length of the *Sound of Jura*, passing between the islands of *Jura* and *Islay*, and the *Mull of Kintyre*. The most prominent objects during this part of the voyage are the *Paps of Jura*, which attain a height of nearly 2,600 feet at the southern end of the island. Doubling the *Mull of Kintyre* we see the cliffs of *Rathlin Island* and *Fairhead*, a dozen miles away on the right, the latter forming part of the rocky coast of Antrim. *Ailsa Craig* shoots up its regular pyramid from the mid-waters of the *Firth of Clyde*, up which we sail, leaving little *Pladda*, with its lighthouse, *Holy Island* and *Arran* on the left hand, and then entering the narrower portion of the firth between *Bute* and the *Cumbræes*. The mountains of Arran, culminating in the peak of *Goatfell*, are the strong features in the view all the

way from the Mull to this point, a little beyond which we re-join the fast-steamer track at the entrance to the *Kyles of Bute* between *Rothsay* and *Wemyss Bay*. **Greenock** is 15 miles further, and our first calling-place since leaving Oban. Here the goods steamers stop a considerable time, and passengers by them take train to **Glasgow**.

Oban to Inverness, by the Caledonian Canal. Maps opp. pp. 253 and 252.

Oban to Ballachulish, 24 m.; Fort William, 35; Banavie, 38; Fort Augustus, 67; Inverness, 98. Fort William to Banavie by rail.

For intermediate calling-places, times and fares, see "Yellow Sheet."

Cycling:—**Oban** to Connel Ferry, 5 m.; South Shian (*ferry*), 11; Appin Ch., 14½; Ballachulish Hotel (*ferry*), 28; Corran Hotel, 32; Fort William (*p.* 243), 40; Spean Bridge Hotel, 50; Laggan Lock (*cross canal*), 63; Invergarry Hotel (*p.* 248), 65½; Aberchalder (*recross canal*), 68; **Fort Augustus** (*p.* 250), 73. Surface moderate to very good. No hills of account. On to **Inverness** (107 m. from Oban), *p.* 159.

This route forms a continuation of the one by the Crinan Canal (*p.* 205) from Glasgow to Oban. Through tickets are issued from Glasgow to Inverness, cabin, 33s. 6d.; steerage, 15s. The scenery is good throughout, and in places reaches a very high standard of beauty, though in point of variety and picturesque combination it is distinctly inferior to that on the sea-route from Oban to Skye and Gairloch. The almost undeviating straight line by which the Great Glen of Scotland, as the course of the Caledonian Canal is called, pierces the mountainous country all round it, imparts to the route as a whole a character of sameness, and prevents its best features showing to full advantage. It is a river without its windings. The steamer's track is only four miles longer than the crow's.

. From various stations on the Caledonian Canal there are splendid routes through the glens of Inverness-shire and Ross-shire to the West coast and Skye. Of late years the land traffic in this direction has been almost entirely monopolised by the Dingwall and Skye railway, and the routes to the south of it, which at one time obtained a fair share of the tourist's attention, have suffered an almost utter neglect of their superior beauty. Glen Affric, Glen Cannich, and Glen Shiel display scenery of a very high order, and the visitor who has seen none of these carries home with him an inadequate impression of that peculiar glen-scenery in which Scotland stands unrivalled. The desolation which has lately fallen upon these old-fashioned routes has naturally lessened the accommodation to be met with upon them, but even now comfortable carriage-drives may be taken from Invergarry or Invermoriston through Glen Shiel to Shiel Inn and Glenelg or Balmacara, while a good pedestrian, staying a night at the Glen Affric Hotel (*p.* 159) may have a splendid walk by quitting the steamer at Drumnadrochit, and traversing Glen Affric and Glen Grivie to any one of the three above-named places; though the longer route to Glen Affric by Inverness and Beaulie (*p.* 159) is much to be preferred for scenery.

The cross-country route from Fort William or Banavie to Arisaig, on the contrary, has come into greater favour of late. There is hardly a finer one in Scotland. The Mallaig Railway (*p.* 328) has made this route one of the main ones of Scotland.

The Route.—There is an almost statuesque grandeur about **Loch Linnhe** between Oban and Fort William. Quitting the pier we pass between the north end of Kerrera, on which the Hutcheson

obelisk is conspicuous, and—on the right—the *Dogstone* and *Dunollie Castle* (p. 221). Then, on the latter side, Loch Etive opens, and two miles up it we catch sight of the more extensive but less picturesque *Dunstafnage Castle* (p. 222) with the sharp peaks of Ben Cruachan towering beyond it. The widest channel of Loch Linnhe is then separated from us by the long, low and pastoral island of *Lismore* (the “big garden”) composed almost entirely of limestone. Beyond and above the latter rise the hills of *Morven*. On the mainland is the *Lochnell* (“lake of the swans”) *Observatory*, and on the same side, a little further, the entrance to the charming *Loch Creran* is almost hidden by the island of *Eriska*, whereon is the modern *Eriska House*. On *Lismore*, just opposite this, the rude Scandinavian watch-tower, called *Tirafour Castle* stands out and, as we proceed, a natural archway—resembling that called the Giant’s Leg in Shetland—is seen on the right. Just beyond it we call at **Appin** (*good Temp. Hotel*, $\frac{1}{3}$ m.) opposite the end of *Lismore*, after leaving which, two ruins, *Stalker Castle*—isolated—and *Shuna Castle*, at the south end of the island of the same name, with Appin House behind it, add to the picturesqueness of the scene on the right. The two conspicuous heights in the right front are the ones on the near side of Ballachulish—*Scour Derg* and *Scour Dhonil*. Then, as we pass on to the full expanse of the loch, *Ben Nevis* with its dull level top, looking as if it might have had its shoulders worn down by performing the duty of Atlas, comes into view straight ahead. Eastwards the mountains which rise between the basins of Loch Creran and Loch Leven do full justice to their height, and westwards, across Loch Linnhe, there is an almost unbroken chain of lofty summits, presenting their most striking outline—the “Saddle” in particular—just as the steamer approaches **Ballachulish pier**, a little way up Loch Leven. Some way short of this, *Ardsheal House* on a wooded tongue of land enlists our admiration. The mountains of Glencoe, of which the chief is *Bidean-nam-Bian*, and the most striking the Pap of Glencoe, now come into view. The *Ballachulish Hotel* occupies a truly beautiful site a mile beyond the pier. Here the toll, exacted by the land-owner, is 3d. There is a smaller hotel, the *Loch Leven* (Temp.), equally good in situation, on the north side of the water. The two are separated by a ferry. The word Ballachulish signifies the “town on the strait,” and aptly expresses the situation on the narrow entrance to Loch Leven, through which the tide rushes with great impetuosity. P.O., Del., noon; Desp., 9.30 a.m.

Main Route continued p. 242.

Excursions from Ballachulish.

(Map opp. p. 231.)

(1) **Glencoe and back** (18 m.) by coach.* *Fare*, 5s. 6d. Open conveyances leaves Ballachulish pier on the arrival of the morning steamer from Oban, and return in time for the afternoon one which reaches Oban about 7. Ample time is allowed at Ballachulish both going and returning for refresh-

* Rail (p. 334) as far as slate-quarries ($2\frac{1}{2}$ m.).

ments. The glen is traversed to within 2 miles of the "Study." Passengers proceeding thither on foot can return by the afternoon coach (if there is one). Best to walk back to Glencoe Inn.

Leaving *Ballachulish Pier* the road skirts *Loch Leven* for nearly 3 miles to the *Ballachulish Slate Quarries*, a teeming hive of industry, but an effectual marrer of the picturesque. In front is the *Pap of Glencoe*, the northern warder of the glen itself, which is entered in another mile at *Invercoe Bridge*. Here the road turns to the south-west, and for 3 more miles ascends gradually the wider and more cultivated part of the valley to (7 m.) *Glencoe Inn*, a little short of which on the right hand a knob of rock on a green mound, feathered with alders, is pointed out as the "Signal Rock" from which the order was given for the massacre. Hence the road turns east, and the wilder features of the glen reveal themselves at once. Cultivation almost ceases, and the trees, or rather stumps, may be counted on the fingers. The mountains come down in almost sheer rocky declivities on both sides, broken by deep ravines. The highest, if not the steepest of them, is *Bidean-na-m-Bian*, on the south side. Presently the desolate *Loch Triochatan* is reached, beyond which, after passing the last farm, the ascent is in places very abrupt. High up on the left is the *Chancellor's Nose*; on the right *Ossian's Shower-bath* and *Ossian's Cave*. The best view of the glen is obtained by looking down from a stone parapet at the top of a steep slope about 4 miles beyond the *Clachaig Inn*. This point is called the **Study**. From it the three bluffs—*Faith*, *Hope* and *Charity*—are the features. Just below it is a rough stone pyramid, in memory of *Dugald Stuart of Dalness*.

The word *Glencoe* signifies the "valley of weeping," and the appositeness of the name is proved by the fact that the scene is much more impressive in storm than in sunshine.

(2) **Glencoe, Glenetive and Oban.** *Ballachulish Pier to Hotel (coach), 1 m.; Glencoe Inn, 7; Lochetivehead, 28; Taynuilt (steamer), 40; Ach-na-Cloich, 44; Oban (rail), 53. Fare, inclusive, 19s. 6d.; 18s. 3d.*

Coach leaves Ballachulish Pier on arrival of morning boat from Oban; Ballachulish Hotel, 9.45. Steamer reaches Ach-na-Cloich in time for afternoon train to Oban, arriving about 6.30.

This is a reversal of the day's excursion from Oban described on page 230. As far as the "Study" the route is identical with the one set forth in the foregoing description. Thence to the turn for *Glen Etive* (1 m. short of *Kingshouse Inn*, good) the way is long and dreary and possessed of no strong feature, except the towering mass of *Buchaille Etive* on the right hand. At the turn there is an "al fresco" refreshment house. For the rest the description of the reverse route will suffice.

(3) **Ballachulish to Kingshouse Inn** (16 m.), **Inveroran** (25; Hotel), and **Bridge of Orchy Station** (28). Coach daily after arrival of morning boat from Oban, and in connection with evening train to Glasgow. To *Kingshouse*, see above. Note the graceful peak of *Schiehallion* across the moor. The next stage is over the wild and dreary *Blackmount Deer Forest*. At *Inveroran* the waters of *Loch Tulla* afford a welcome relief.

(4) **Ballachulish to Fort William by road**, 12 m. *Inn at Corran Ferry*, 4 m. on the way. No views are gained on this route which are not seen with equal advantage from the steamer.

Loiterers at *Ballachulish* may, with advantage, climb some way up the hills behind the hotel for the beautiful vista of the upper reach of *Loch Leven*. A nice mountain walk is up the green slope on to the ridges of **Scour Derg** and **Scour Dhonil**. For routes see map.

(5) **Ballachulish to Taynuilt by Glen Creran and Bunawe.** *Ballachulish Hotel to Salachail Farm (Glen Creran), 7½ m.; Creagan Ferry (public-house), 14; Bunawe Ferry, 24; Taynuilt (Station or Hotel), 25.*

This is a charming walk, and has been described the reverse way on page 232. The mountain-track between *Loch Leven* and *Glen Creran* strikes to the right out of the *Glencoe* road on the near side of the bridge over the *Laroch Burn*, close to the slate-quarries. Thence it climbs by the side of the burn, which it crosses about 3 miles higher up, reaching the *col* immediately afterwards. There is a retrospect of *Ben Nevis* during the ascent, and from the *col* a rapid drop is made to *Salachail Farm in Glen Creran*. The bottom of *Glen Creran* is pleasantly wooded and a fair road winds through the trees to *Loch Creran*, which is crossed

at *Creagan Ferry* (for new railway see p. 334). There is a *public-house* at the crossing; thence the south shore of the water is skirted for about 2 miles, after which the road turns south and ascends *Glen Salach* (p. 224) to the low col (516 ft.) between Loch Creran and Loch Etive. The descent to the latter is rapid, and the road, crossing a burn, reaches the shore a couple of miles short of *Bunaue Ferry*, the south side of which is about a mile from *Taynuilt* (p. 71).

Kingshouse Inn to Rannoch Station (13 m.) and **Kinloch Rannoch**, 31 m. (Map opp. p. 75.) *Coach from Rannoch Station to Kinloch Rannoch and Pitlochry. See yellow sheet.*

The walking part of this excursion is dreary, and in the last part almost trackless. An early start must be made to catch the coach.

For the first 3 miles, as far as a moorland Shooting Lodge, there is a cart-track. Then for 4 more, a narrow but firm footpath through the heather to a shepherd's hut, beyond which the track is intermittent all the way to Rannoch Station.

The track is fully described the reverse way on page 140.

The Route. The cart-track to the shooting-lodge quits the high road a few yards on the Glencoe side of Kingshouse, and traverses the dreary *Moor of Rannoch*, which is almost entirely without interest, except to the sportsman, from end to end. At the *Shooting Lodge* (1 hr.) it becomes a good pony or foot-track. In another half-hour, where this path branches just short of a small marshy pool, take the right fork, and a short distance further, where it descends to a slight grassy depression, through which a stream flows, avoid going down the stream, and keep straight across by an old sheep-fold. **Loch Lydoch**, a long sheet of water with sparsely wooded islands, stretches out its western arm to within about half-a-mile on the right, and 1½ hours after leaving the shooting lodge the path passes in front of a shepherd's hut (*Tigh-na-Cruach*, "House of the Stack"), beyond which there is no habitation for some 6 miles. The track continues to be distinctly marked for one or two miles. When it becomes intermittent, the best direction is to make for the far corner of Loch Lydoch, keeping well up on the higher ground if the lower is found very boggy. The dead trunks of trees, charred and gaunt, might have served *Doré* for a model about here. A little short of the end of the loch a delightful plunge may be had from a beach of granite gravel. The loch, when viewed from here, is very pleasing. At its eastern extremity is a narrow belt of land succeeded by a marshy pool, round which the path now winds. On the left is the desolate hill-region called the *Black Corries*. Just beyond the foot is **Rannoch Station** (p. 193). *For route on see p. 140.*

Route continued from p. 240.—Turning northwards again from Ballachulish we pass or call at **Onich**, and continuing by the lighthouse and through the Corran "*Narrows*" we touch at *Ardgour* (Corran), which is beautifully placed on a promontory, and contains a comfortable hotel opposite the pier. Bathers will note the beautiful shingle beach. There is also a neat little hotel, the "*Nether Lochaber*," at Corran across the ferry.

Ardgour to Strontian (Loch Sunart, pron. Stron-tee-an, Hotel), 15 m.; Salen (Hotel), 25.

Mail-cart every aft. to Strontian, returning every morning. Fare, 5s. Steamer from Salen to Oban, Wed. and Sat. early morn.

The route retraces the shore of Loch Linnhe as far as *Inversanda* (7 m.), and then crosses the low depression between that loch and **Loch Sunart**, a beautiful winding sea-loch, at the head of which is **Strontian** (hotel).

The mines which gave its name to the mineral Strontianite are in Glen Strontian, nearly 1,000 feet above the sea.

Hence the shore-road to **Salen** (not to be confused with Salen on the Sound of Mull; *small hotel*) is delightful and very shady. Salen is charmingly placed on the richly wooded shore of a V-shaped bay. From it a road leads to (2½ m.) the foot of **Loch Shiel** (p. 329) at **Acharacle** (*Loch Shiel Hotel; Ard-healach Temp. Inn*), whence the pedestrian may reach **Kinloch Ailort** (p. 331) in about 20 miles. A mail *steam-launch* conveying 20 passengers now

plies from the pier at Acharacle (1 *m.* higher up than the new and handsome Shiel Bridge) to **Glenfinnan** at the head of the loch, 18 *m.*, where the mails are transferred to the West Highland Railway, *but see p. 329*, where the sail down the loch is described. P.O., *desp.* from Acharacle abt. 9 a.m.; *del.* 3.30 p.m.

The coast-road, richly wooded at first, is continued from Salen by Mingary Castle, where in 1495 James IV. received the submission of the Island chieftains, to **Ardnamurchan Point** (25 *m.*), passing behind Ben Hiant and (18 *m.*) the village of **Kilchoan** (*inn*), at which the Three mail-boat calls (M., W., F. *from Oban*; Tu., Th., Sat. *to Oban*).

Between Ardgour and Fort William we pass on the left the wide opening of *Inverscaddie*, in which is *Conaglen House* (Earl of Morton), at the foot of the Conaglen deer-forest. The next opening on the same side is *Stronchreggan*. Ben Nevis has reappeared on the right and assumes a more imposing appearance as we draw nearer to it, but still it fails to assert its sovereignty, and what top it has soon disappears behind a minor hill.

Main Route continued p. 246.

Fort William.

Station (*Refr.-rm.*) and **Steamer-pier** adjoining.

Distances:—(Rail) Glasgow, 122½ *m.* (3rd class fare, 9s. 1½*d.*); Edinburgh (11s. 7½*d.*), 166; London, 560. (Sea), Ballachulish, 11; Oban, 35; Glasgow, 150; Inverness, 63.

Golf:—On hill-side; 9 holes; no charge. **Bowling-green**: 6*d.* day, 2s. wk.

Hotels:—*Station* (first-class), on the hill just above station and pier; *Alexandra*, ¼ *m.* N. of station and just out of town; *West End* (enlarged). S. end of town: *Chevalier*, close by station; *Caledonian, Palace, Imperial, Ben Nevis*, in main street. *Waverley Temp.*, close to station, etc.

P.O. (1902, subject to change) open 7—9, *Sun.* 9—10; *desp.* abt. 5.30, 8.5 a.m., 1.5, 3.50 p.m.; *del.*, 7, 10.50, 1.35; also by mail-boats. **Tel. Off.**, open 7—10; *Sun.*, 9—10. **Pop.**, abt. 2,000.

Fort William is not in itself a prepossessing town. It has, however, been greatly improved during the last few years, and is, by reason of its central and picturesque situation, as well as the proximity of Ben Nevis, a favourite tourist resort. It is well supplied with hotels, with a generally moderate tariff, and is lighted by electricity. The West Highland Railway has, of course, given it a tremendous fillip.

The town owes its name to the *fort*, which stands at its northern end, but has been almost destroyed by the railway-works. This fort was erected in the time of William III. as a caution to Jacobite chieftains.

Fort William contains a striking example of the worthier appreciation of church architecture latterly evinced by the Scotch people, in a beautiful little *Episcopal Chapel* (perhaps the most beautiful for its size in Scotland) on the right-hand side and near the north end of the street. Its granite pillars bear witness to the richness of the surrounding country in that rock. Enter by the S. porch. Note the baptistery, the font, the groined roof, the

polished granite pillars, painted oak ceiling, the chancel, the panelled reredos, the pulpit, the organ, the font, mosaic paving, and the carving of the S. porch door. All the coloured windows are presentation ones. Schools, corresponding in style, have also been erected, and there is another handsome new church.

One or two commonplace *obelisks* in or near the town tell their own tale. A walk parallel with the main street and some way above it affords a good view.

At the S. end of the town is the **Low Level Observatory** built in 1890, in connection with the one on Ben Nevis.

For the ascent of **Ben Nevis**, see "*Mountain Section*." The summit is not seen from the town, being hidden by a minor height.

Glen Nevis. *Coach* there and back (16 *m.*), after arrival of first train; Fare, 4s. 6d. Those who have a few hours to spare at Fort William should walk or drive up *Glen Nevis*. To reach it proceed northwards along the Banavie road, as far as the bridge over the river Nevis, one mile distant from the pier. Do not cross the bridge but take the by-road through the wood on the east side of the stream. In a few minutes you turn southwards up the glen, and require no further direction. To fully grasp the scenery you must go as far as the bend at *Achriach* (5 *m.*), whence the contrast between the cultivation of the lower part—or strath—and the savage wildness of the upper is very striking. On the way (3 *m.*) is a *Rocking-stone* that has ceased to rock, and, a mile further, a thousand feet above the road, a vitrified fort, *Dunwardhall*, which is worth visiting for the view from it (see map).

At *Achriach* the river is crossed by two bridges, from which the fine falls are well seen; much finer, however, are the *Upper Falls*, 3 miles further, beyond the end of the road, recently made, in the wildest part of the glen, where the Ben sends down a huge and steep shoulder on the east, and southward one of his satellites, Scuir Varn, presents quite a snowy appearance, similar to that of the quartz-topped Ben Eay and others in the vicinity of Loch Torridon and Loch Maree. The light and colour effects about here are very striking. For these falls follow a track till it branches into two. A few yards up the left-hand one are the Falls. Here is a *cul-de-sac*, except that there is a wild track (unexplored by the writer) over a *col* (1,320 *ft.*) to **Loch Treig** (head 800; *p.* 193) where are a farmhouse or two. *Distance*, 10 *m.* Hence it is 8 miles by road along the east side of the loch to **Tulloch Station** (*p.* 245).

Fort William or Banavie to Arisaig and Mallaig, *p.* 328.

Fort William or Banavie to Glasgow and Edinburgh, by the "West Highland Railway"; also to **Kingussie**.

Distances:—Roy Bridge, 12½ *m.* (— Kingussie, by coach, 50); Rannoch, 35½ (— Kinloch Rannoch, by coach, 53; Pitlochry, 74); Crianlarich, 63½ (— Callander, 92; Stirling, 108; Edinburgh, 145; Oban, 105.); Glasgow, 122½; Edinburgh, 166.

* * * For distances from Banavie add 2½ miles.

Fares:—2*d.* and 1*d.* a mile. Glasgow, 16*s.* 7*d.*, 9*s.* 1½*d.*; Edinburgh, 21*s.* 7*d.*, 11*s.* 7½*d.* **Map** opp. *p.* 190.

This route has been so fully described in the reverse direction (*p.* 190) that we shall here only give a summary of it.

Cycling:—A very good road to Kingussie (700 *ft.*), especially for the first and last dozen miles. Highest point (880 *ft.*), 2 *m.* short of Moy, 20 *m.*

From Banavie or Fort William, after passing the "Long John" Distillery, we have splendid views of the northern precipices of Ben Nevis. Then, between **Spean Bridge** (9 *m.*), **Roy Bridge** and **Tulloch** (18) the features are the *Falls* and *Gorge* of the *Spean*, and the *Parallel Roads*, traceable on both sides of the line.

*** Of these **Parallel Roads** the principal ones are three in Glen Roy, commencing 2 miles N. of Roy Bridge station, and extending with scarcely any break on either side of the river to Dalriach Shooting Lodge (9 m.), up to which there is a driving road. They may be well seen, however, by proceeding about half the distance, till you have the dip on the N. side of Bohuntine Hill (nearly 2,000 ft.) on your left. They run very close to each other at an average height of 1,000 feet above the sea (700 above Roy Bridge), there being only a difference of 300 feet between the highest point of the uppermost and the lowest of the nethermost. Here and there they are 20 yards or more in width, and twice or thrice that distance apart.

The others are in the main Spean glen, visible from the line between Roy Bridge and Tulloch stations, and in *Glen Clov*, between Glen Roy and Loch Lochy.

The theory suggested by Agassiz for this geological phenomenon is that the Spean glen was once crossed by a barrier of ice and so formed a lake, which was lowered by the breaking of the dam at three distinct periods. The so-called "roads" are, of course, simply natural terraces.

*** From Turret Bridge (750 ft.) just beyond Dalriach Lodge, you may (a) cross the ridge (1,172 ft.) to the head of **Glengloy** (3 m.), and descend that valley to Glenfintaig Lodge and Spean Bridge or Gairloch (new station and Canal) 13 or 14 m.; or (b) you may follow the path to the col at the head of Glen Roy (1,250 ft.); 14 m. from Roy Bridge, and, 4 miles further, join the **Corri-yarick route** (p. 128) at *Melgarva*, where the carriage-road ends, 11 m. from **Laggan** (*Drumgask Hotel*; 29 m. from inn to inn and hardly worth the candle).

Tulloch to Laggan (26 m.) and **Kingussie** (37), by *Coach*, 12s. 6d.

The coaches run in connection with the morning trains both ways. There is no hotel at Tulloch.

Thence to Loch Laggan the road is mostly through moorland pasture. *Loch Laggan* is described on page 142. At its far end (18 m. from Tulloch) is the *Loch Laggan Hotel*, beyond which we traverse a well-wooded defile and drop gradually to the Spey valley, the longest in Scotland. From **Laggan Bridge** (*Drumgask Hotel*), the road to Newtonmore (35 m.) and **Kingussie** is sufficiently described on p. 142.

At **Tulloch** (18 m.) the rail turns abruptly to the right, at a point where the stream-scenery is particularly interesting. Then it ascends rapidly on the left-hand side of **Loch Treig**, of which lake it commands a complete view. Then, reaching the watershed (1,350 ft.), whence is seen Corrour Lodge, bar one the highest inhabited house in Britain (p. 193), and affording a fine view of the Glencoe mountains. Next, it drops to **Rannoch**, and for many miles crosses the Moor of that name, emerging through the Caledonian Forest into civilisation again at **Bridge of Orchy** (51 m.; coach communication with Ballachulish; *yellow pages*).

Beyond this Ben Douran is the feature. We make a huge sweep round its base, and then ascend to Tyndrum (58½ m.), whence to **Crianlarich** (63½ m.; *Ref.-rm.*) the line runs more or less parallel with the Callander and Oban branch of the Caledonian. A slight rise from Crianlarich lands us at the head of *Glen Falloch*, in winding down which some of the loveliest views on the route present themselves (p. 191). **Ardlui** (72½ m.) is next reached, and here we may transfer ourselves to the Loch Lomond steamer (p. 234), or proceed along the shore of the lake to (80½ m.) **Tarbet** and **Arrochar**—splendid views of Ben Lomond and the "Cobbler"—thence cross to Loch Long, and skirt that loch at a prodigious height to **Gareloch Head** (90½ m.) and Craigendoran (100)—lovely views of the Gareloch—and **Glasgow**.

Main Route continued from p. 243. From Fort William we take train (*see* p. 193) to **Banavie**, 2½ m. Here the canal-steamer is waiting for the morning boat. Those who arrive by the evening one stay the night either here or at Fort William. The *Banavie Hotel* (greatly enlarged) is well situated and first-class. It looks across Corpach Moss to Ben Nevis, the finest feature of which, the northern precipice, is seen in *silhouette* across Corpach Moss. P.O., *del. abt.* 10.45 and 6.20 (callers); *desp.* 7.40 a.m. and 12.50 (2.30 Oct. to June).

The **Caledonian Canal** was first opened in 1822, after half a century of consideration and twenty years of construction. The engineer was Telford. In a few years, however, its use was abandoned in consequence of difficulties arising from the imperfect execution of the original plan. Its restoration was commenced in 1843, and it was finally opened in its present condition in 1847. The Great Glen of Scotland, through which it runs, consists of a chain of lakes, Loch Ness, Loch Oich, and Loch Lochy, connected by shallow streams, and to render it available for purposes of navigation these lakes had to be united by artificial channels measuring altogether 23 miles in length. The summit-level of the glen is 100 feet above sea-level—the height of Loch Oich above high-water mark at Corpach—and the total distance from Corpach to Inverness is 60½ miles.

From **Banavie** to **Corpach**, where the canal enters salt water, is a long mile by road or canal-side. Going underneath the new Mallaig railway to start with, the canal descends by a series of locks called "Neptune's Staircase."

Corpach (*snug little hotel*) is decidedly picturesque. It commands the upper reach of Loch Linnhe and the length of Loch Eil, Ben Nevis and the most attractive view of Fort William, across the water. Its importance is attested by the possession of "West Highland Colosseum."

Just in front of *Kilmallie Church*, ¼ mile beyond Corpach, is a conspicuous *obelisk* in memory of Col. Cameron of the 92nd Highlanders, who fell at Quatre Bras—"famous in life and glorious in death." The beech-girt circular old graveyard is interesting.

An interesting drive or cycle-ride from Banavie is to the **Dark Mile**, 12 m., between Loch Lochy and **Loch Arkaig**. It is an avenue of beech. The road (poor) continues along the north shore of the loch to its west end, where it enters **Glen Dessery** (25 m. from Banavie), whence it is 10 miles to the farm of *Sourlies* at the foot of the "Pap" of Loch Nevis and the head of the lake of the same name and almost as much further by *Glen Meadall*; to **Inverie** (p. 258), the communication with which remote spot will probably be much easier when the Mallaig railway is open than it is at present. From *Sourlies* to the *col* at the head of Glen Meadall the path rises 1,700 feet between Mel Buie and Mel Vasiter.

Direct Ascent of Ben Nevis from Banavie.

Up to the point beyond the loch (Mel-an-t'Suie) at which the Fort William track (p. 285) is met, the following are the directions:—

Follow the Fort William road across the suspension bridge, then turn left past the "Long John" Distillery. Here a stone bridge crosses a stream. Get into the bed, if dry, of this stream, or on to the bank next distillery by any convenient method. It may be necessary for this purpose sometimes to go through or round the distillery buildings. Go below railway arch or over level crossing above, according to the size of the stream. The road then passes the distillery reservoir, and, a little after, a gate is met in the deer-fence skirting the road at this point.

Go through this into open ground, after reaching which follow the course of the stream—in bad weather do not attempt to leave it. A little after passing the deer-fence the stream divides into two channels. Be sure to take the one to the right, and keep it on your left, till ($3\frac{1}{2}$ miles from Banavie) you come to the loch (Mel-an-t'Suie). The route is slightly circuitous and in places pretty boggy, but it is softer to the foot than the stony track, marked "Pony-track" on the map. The stream should be followed till the loch is reached. Then cross it and take the left or east shore of the loch, and keeping 50 to 100 yards above it, the close shore being boggy. The regular track (p. 285) is joined just beyond the farther end of the lake. This, of course, has just to be followed to the top.

In June, 1899, a race took place from Banavie to the top of the Ben and back. For particulars, see p. 284. This race is expected to become an annual event.

Leaving Banavie we have a full-length view of Ben Nevis across a level and uninteresting moss, through which the river Lochy flows, passing on the far side of it old *Inverlochy Castle* (p. 232), and the conspicuous *new Inverlochy* ("Torlundie") Castle (Lord Abinger). The huge northern precipices of the mountain from this side give it a more imposing aspect than it possesses from other points of view. Streaks of snow may generally be seen lurking in the crevices throughout the summer, but, except for "the say of the thing," they impart no character to the scene. In less than 7 miles we reach **Gairlochy Lock**, erst *Loch Lochy Lock*, a combination of words which issued as uncomfortably from the southerner's lips as the kilt and plaid sit on his body. Here *Glen Spean* converges on the right, and we are within a mile of Gairlochy station on the new railway (p. 333).

Loch Lochy, which is here entered, is 10 miles long and is flanked by steep green mountains. A little way up its western side *Loch Arkaig* is connected with it by a short stream. The latter is a fine sheet of water, 12 miles in length. By a road along its north shore the striking scenery of Loch Nevis may be reached, but there are no inns and scarcely any communication by sea. On the road between the two lochs—**Arkaig** and Lochy—is the *Mil-dubh*, "Dark Mile," so-called from the density of the foliage. A cave hereabouts is said to have been one of Prince Charlie's resting-places after Culloden. On the opposite (east) side of the loch is *Inverlochy Lodge*, beautifully placed.

At the upper end of Loch Lochy the **Laggan Locks** are passed, and 2 miles further the canal, after passing through a long and gracefully curving avenue of larch, widens out into **Loch Oich**, close by the Invergarry station of the new railway (3 m. from the village). Here we have, perhaps, the most beautiful bit of scenery on the whole canal route,—that of **Invergarry**. The old *Castle*, whose interior was burnt by the "butcher" Cumberland in 1746, though in itself nothing more than the stereotyped "oblong-square shell," is so charmingly situated above the margin of the water on a green and rocky knoll, with a background of rich forest foliage, as to add a special piquancy to what is in all other respects a delightful prospect. Just beyond is the modern mansion of the owner, Mrs. Ellice, and, 2 miles S., close to an ivied cottage, a monument erected by one of its former owners, Macdonell by name, to hand down to posterity the memory of the

"ample and summary vengeance"—so runs the inscription—which was inflicted on the murderers of the Keppoch family by the chief of the clan, Lord M'Donell and Aross. The Keppoch family were two brothers, who, on their return from finishing their education in France, were murdered by seven of their kinsmen for the sake of their inheritance. The monument consists of seven stone heads surmounting a pyramid, and the spring beneath it is called *Tobar-nan-Ceann*—the "Well of the Heads." The *Invergarry Hotel* (rebuilt) is a delightful hostelry. The peaked hill on the left is Ben Tee, chief "tee" of "Glengarry's golf-ground." The walk through the Castle grounds is most charming; see p. 335.

The steamer does not call at Invergarry itself, and the tourist who wishes to stay there must disembark either at the Laggan Lock, at the north end of Loch Lochy, or at **Cullochy Lock**, at the north end of Loch Oich. The distance is 4 miles from Laggan and 3 from Cullochy, and there is a good road from both places.

This part of the Caledonian Canal abounds in reminiscences of "Prince Charlie." Both before and after the disastrous enterprise which terminated at Culloden, he spent a night at Invergarry Castle; and *Aberchalder*, at the north end of Loch Oich, witnessed the gathering of his forces at the outset of the campaign.

For **Walk** from **Invergarry** see p. 335.

Invergarry to the West Coast by Glen Shiel.

Invergarry Hotel to *Tomdoun Hotel*, 10 m.; *Clunie Inn*, 22; *Shiel House Inn*, 34 (—*Glenelg Inn*, over *Mam Rattachan*, 43 m.); *Dornie* (public-house), 44; *Balmacara Hotel* (*Loch Alsh*), 49; *Kyle of Lochalsh*, 55.

This route to the West Coast is second only in scenery to the one through Strathglass and Glen Affric, over which it has the advantage of being practicable for carriages throughout. For **cyclists** the roughest and hilliest bit is between Tomdoun and Clunie. Hence a short climb and long descent to Shiel; a very stiff rise and fall 4 miles further and a long ditto beyond Balmacara. For Glenelg a very heavy pull over Mam Rattachan. The finest parts of the route are the first few miles from Invergarry, and from about half-way down Glen Shiel to Balmacara. The intervening portion is somewhat dull and featureless, but not more so than the corresponding portion of all the other routes to the west coast. Between Tomdoun and Clunie the road attains a height of 1,425 feet above sea-level, and between Clunie and Shiel Inn close upon 900 feet.

From Invergarry Hotel we proceed by a road beautifully fringed with birch and other trees through *Glen Garry* for nearly 3 miles to **Loch Garry**, a charming sheet of water some 4 miles in length and thoroughly Highland in character. Its whole expanse, surrounded by an amphitheatre of receding mountains, is well seen from its eastern extremity, whence the road tracks its northern shore and, 2 miles beyond its head, reaches the **Tomdoun Hotel** (rebuilt and good).

* * * From Tomdoun a road follows the course of the Garry to **Loch Quoich** and **Loch Hourn Head**, a distance of 16 or 17 miles. The watershed is reached between Loch Quoich and Loch Hourn, and is 691 feet above sea-level. During the descent the rocks show striking evidence of glacial action. The scenery around Loch Hourn is amongst the finest of its kind in Scotland. Lofty and steep mountains encompass the water, their bases beautifully feathered with trees of native growth. There is no accommodation at Loch Hourn Head, whence a path along the south side of the loch leads to *Skiary* (2 m.), where a boat may be got, and **Barrisdale** (6), and then across a depression in the hills (1,100 ft.) to **Inverie**, on *Loch Nevis* (*Temp. Inn with a bed or two.*), where the "Claymore" usually calls on the outward journey on Friday afternoon. At other times a boat may be engaged across the loch to **Mallaig** or **Tarbet** (see p. 332). The only path on the north side is one through the depression at the back of the hills which rise from the water's-edge. It reaches

the loch at **Arnisdale** (7 m.; 3 good hours' walk). The path clearly defined, ascends and descends by numerous zigzags at "fearful angles," not excelled by any similar type in Scotland—precipitous walls of rock on either hand, their bases fringed by trees, mostly conifers, and a broad brawling stream tumbling by many a cascade and water-slide along the bottom, where is one poor little public-house. Good entertainment at the cottage of Mrs. Murchison, Corran, 1 m. farther S.E. **Loch Hourn** and the road from Arnisdale to **Glenelg** (12 m.), a beautiful one, are described on p. 258.

Between Tomdoun and Clunie the road climbs the ridge separating Glen Garry from Glen Moriston, crossing on the way a tributary stream of the latter between two scraggy-looking sheets of water. On descending to the **Clunie Inn** (730 ft.) the tourist may enjoy the doubtful pleasure of reflecting that he is about as far removed from the haunts of men as it is possible to be in our tight little island. The distance of the Clunie Inn from its market town—Inverness—is computed at 52 miles. Barrenness, almost without relief, appears on every side. The road from Invermoriston converges a little short of the inn. From a mile E. of the inn you may in 6 miles cross by intermittent track to **Aultbeath** (p. 164), passing between **Cralie** (3,673 ft.) and **Scour Cathran** (3,614) on the right, and **Chest-a-Doo** (3,218) on the left. Height of col 1,300 ft., 600 above Clunie.

Our route now rises for a couple of miles to the head-waters of **Glen Shiel**. The mountains close in rapidly with slopes of dark-green and peaks of pyramidal outline. The glen is long and narrow, and the steep hill-sides very green. The steep slopes which these mountains present to the eye, and the imposing aspect which they acquire from being seen from the dead level of the sea, formerly led to a great exaggeration of their height. If they are not 4,000 feet, they look it. On the north they culminate in **Scour Ouran** (3,505 ft.), opposite to which, on the south side, is the **Saddle** (3,517).

Shiel Inn is a snug well-to-do hostelry near the head of Loch Duich, dear to the fisherman and apt to be monopolised by him to an extent which somewhat detracts from the comfort of the ordinary tourist. Near it is a deep, black pool in the river, affectionately called the "ink-pot." Crossing the river in front of the inn, we reach the head of **Loch Duich**. As this lake is best seen and oftenest visited from its lower end, we have described it in the reverse route (p. 261).

* To **Glenelg**. The road proceeding straight on past the inn climbs in three miles to the summit of **Mam Rattachan** (1,070 feet above sea-level) by a zig-zaggy course, during which it presents grand views across Loch Duich. On the other side it descends more gently into a wider valley opening on to the **Sound of Sleat**, and flanked on its southern side by the sharp-cut summit of **Ben Screel**. Near to the water's edge is the **Glenelg Hotel** (see p. 257). Swift steamers from Oban to Gairloch call three times a week each way. The "Claymore" and "Clansman" also call on their way to Stornoway on the evenings of Tuesday and Friday, returning on Tuesdays and Thursdays.

From Shiel Inn to Balmacara the road skirts **Loch Duich** (p. 261), passing the hamlet of **Invershiel**, and working round by a circuit of nearly two miles to the north-eastern shore of the same lake. At the public-house at **Dornie**, $\frac{1}{2}$ mile short of which the view from the brow of the hill is splendid, it crosses by a ferry the entrance of **Loch Long**, and thence, at more or less distance from the north side of **Loch Alsh**, reaches the **Balmacara Hotel** (good). $1\frac{1}{2}$ miles from the Dornie Ferry. This part of the route is more fully described the reverse way. At Balmacara swift steamers, plying from Oban to Gairloch, call early in the afternoon of Tuesdays, Thursdays, and Saturdays, returning on alternate days. The "Claymore" and "Clansman" also call on their outward journey to Skye and Stornoway on the evenings of Tuesday and Friday, returning on Tuesdays and Thursdays. **Strome Ferry** is 8 miles away by road. (Mail-cart daily.)

The Skye road is continued from Balmacara to **Kyle of Lochalsh Station and Hotel** (pp. 263, 170). 6 m., almost double the bee-line, and very hilly. The hotel, enlarged, is in the hands of the Railway Co.

From Cullochry Locks (Aberchalder), at the foot of Loch Oich, the descent commences to Loch Ness. The distance is five miles, and during the last two of them there are upwards of half-a-dozen locks, causing a delay of more than an hour, and enabling passengers to walk along the tow-path, if so inclined, and reach Fort Augustus well in advance of the steamer.

Fort Augustus (*Lovat Arms* (first-class), *Chisholm's Temp.*) is a small village, deriving its name from a fort erected after the rebellion of 1715 and at which Johnson and Boswell called on their way to Skye in 1773. The building has latterly been almost completely swallowed up in a very fine and costly Gothic structure constituting a *Benedictine College and Monastery*. The several parts—College, Monastery, Hospice, and Scriptorium—are connected by Early English Cloisters, the work of Pugin, and a baronial tower adds greatly to the general effect. Visitors are no longer admitted. A splendid *Church* was added in 1894 at a cost of £80,000 (*see p. 159*). There is a fine peal of bells. (*For Railway see p. 334.*)

Loch Ness, which we now enter, is 24 miles long, and from 1 to $1\frac{1}{2}$ wide. Its depth is such as to prevent its ever freezing. It is flanked by mountains throughout, opening up somewhat at its northern end and richly fringed with wood. There is nothing grand about the character of its scenery, and its unbroken straightness robs it of the charm of variety. For all that, it is unquestionably beautiful, and the speed at which the steamer ploughs its waters prevents its sameness from becoming tiresome. As we sail down it the western side is at first richly and variously wooded, while the eastern is more abrupt and footed with scree. In 5 miles the peep up *Glen Moriston* at **Invermoriston** on the left is one of the most attractive in the day's journey. There is a fair inn (*Invermoriston Hotel*) a mile from the pier. *For Cycling see pp. 159 and 248.*

The river-view from the bridge near the hotel is very fine. The hill opposite is called the "Pig's Snout." The old burial-ground hard by and entered through an avenue of limes is eminently picturesque.

Invermoriston to the West Coast by Glen Shiel. *Invermoriston to Torgoyle, 9 m.; Clunie Inn, 25; Shiel Inn, 37; (—Glenelg Inn, by Mam Rattachan, 46) Balmacara Hotel, 52.*

From Clunie this route is identical with the previously described one from Invergarry (*p. 248*). The first part of it is beautifully enriched with birch and fir, and presents many a happy blending of wood and water. After that the scenery becomes bare and uninteresting, and does not regain any distinctive character until it enters Glen Shiel a few miles beyond Clunie Inn. At Torgoyle the public road crosses to the S. side of the river, to recross 6 miles further opposite the shooting lodge of Ceannacroc. Three long miles further it reaches *Loch Clunie*, a long and narrow lake devoid of interest, 3 miles beyond which the road from Invergarry converges. This route escapes the sharp intermediate rise between Tomdoun and Clunie.

The mountain on the left some miles north of Invermoriston is *Mealfourvonie*, pronounced *Melfoorvony* (2,284 feet) and meaning the "round hill of the cold upland." It is the crowning summit of the hills immediately enclosing Loch Ness. A long strip of water descending on its southern side is part of the *Alltigh* burn—a splendid bit of cliff and woodland, reminding one somewhat of the Windcliff and Kinnoull Hill. It is the scene of a characteristic act of Highland vengeance—the wholesale burning of a family in a church—a proceeding dignified by the name of "the Raid of Killiechrist."

Opposite Mealfourvonie is the sylvan glen containing the **Falls of Foyers**, once the finest in the kingdom (*see p. 158*), which,

however, are not seen from the steamer. The aluminium works have taken all the romance from the scenery.

The whole neighbourhood of Foyers is abundantly clothed with fine and varied wood, in the centre of which is the *hotel*, 5 minutes' climb from the pier, while the framework of foliage, through which glimpses across the lake are often gained, gives that addition of coquettish variety to the scene which it lacks when beheld from the surface of the lake.

Two miles north of Foyers and on the same side is **Inverfarigaig**, a deep defile which would seem to have formed part of the route of the crest-fallen Pretender on his flight from Culloden. At its entrance is a "lion-shaped" hill, called the *Black Rock*. The steamer then crosses the loch to the **Temple pier** at **Drumnadrochit**. As we approach this, we pass perhaps the most picturesque bit on Loch Ness—the fine but fragmentary ruin of *Urquhart Castle*, standing on an almost isolated rock which projects into the lake. It was besieged by Edward I. Behind it is an ample bay receiving the waters of Glen Urquhart. The *Drumnadrochit Hotel*, an excellent house, $1\frac{1}{4}$ miles from the pier.

A long 2 miles from the hotel and reached by passing *Balnacaan*, the seat of the Earl of Seafield, head of the clan Grant, are the charming **Falls** of the **Divach**, and above them *Divach Cottage*—strongly recommended as a "mooning" retreat. The more actively inclined may, however, continue the route to the top of **Mealfourvie** (2,284 ft., 7—8 m. from *Drumnadrochit*). The route is pointed out from the hotel, and the excursion is most easy and enjoyable.

Drumnadrochit to Invercannich, 13 m. Fair cycling.

A good road leads up Glen Urquhart to Strathglass and the Glenaffric Hotel, forming the shortest route to Strath Affric from the south. Glen Urquhart has none of the characteristic beauty of the wilder parts of Inverness-shire, as is evidenced by the fact that it actually produces wheat. The first or lowest part (well populated) is the most picturesque. Thence it rises gradually to the ridge which forms the eastern flank of Strathglass, descending obliquely through a wood into *Strathglass*, and crossing the *River Glass* close to the **Glen Affric Hotel** (*Temp., good*) at *Invercannich*. For Glen Affric, see p. 163. About half-way between Drumnadrochit and Invercannich, and beyond *Loch Meikle*, which has somewhat the look of an ornamental sheet of water, the road forks. Take the right-hand branch.

North of Temple Pier the scenery expands, and the hills diminish in height. A pier has been erected at **Abriachan**, a prettily placed hamlet, 4 miles on the way. Then, passing *Aldourie House*, a fine baronial mansion amongst woods on the right, we reach *Bona Ferry* and enter *Loch Dochfour*, as the northern bay of Loch Ness is called. On its west shore is *Dochfour House*, Italian in style, and an *obelisk* that marks a burying-ground. The *Dolgarroch lock* takes us into the canal again, and keeping the river Ness on the right, we wind along a well-cultivated corn-growing valley between the Asylum and the Tom-na-Hurich cemetery (p. 155) to **Inverness**. For a description of the town, &c., see p. 154. The **Muirtown lock** (inn) a little short of which passengers land, is $1\frac{1}{4}$ miles from it. 'Buses to the hotels.

Oban to Skye, Gairloch, Stornoway, &c. (Map opp. p. 253.)

Oban to Tobermory (Island of Mull) 28 m. ; Mallaig, 63 ; Glenelg, 85 ; Balmacara, 90 ; *Kyle of Lochalsh*, 93 ; Broadford, 100 ; Portree, 120 ; *Stornoway (direct)*, 180 m. ;—*Portree to Gairloch*, 30 ; Ullapool, 60 ; *Lochinver*, 90.

(1) **By swift passenger steamer** (*July, Aug., and Sept.*), 3 times a week (*Tu., Th., Sat.*) to **Portree** and **Gairloch**, calling at Craignure, Lochaline, Salen (Mull), Tobermory, Mallaig, Armadale, Glenelg, Balmacara, Kyle of Lochalsh, Kyle Akin, and Broadford.

The boat leaves Oban about 7 a.m. and, when the Loch Scavaig détour is included (*Tu. only*), reaches Portree about 6, and Gairloch about 8.30 p.m.; otherwise two hours earlier.

For times and fares see "Yellow Sheet."

(2) **By mixed passenger and cargo boats** (*Claymore and Clansman*). Every Tuesday and Friday not before 8 a.m., arriving at Portree about midnight and at Stornoway on Wednesday and Saturday at a time dependent on the course of the voyage beyond Portree.

Cabin fares:—Oban to Tobermory, 5s. ; Mallaig, 11s. ; Glenelg, 12s. ; Balmacara, 13s. ; Kyle of Lochalsh (Kyle Akin), 14s. ; Broadford, 15s. ; Portree, 16s. ; Gairloch, 21s. ; Ullapool, 21s. ; Lochinver, 21s. ; Stornoway, 21s.

. The above "callings" are subject to variation. See "*Yellow Sheet*." Mr. David MacBrayne's Official Guide (*price* 6d.) should be consulted for further information as to fares, circular routes, &c. For general remarks see page 213.

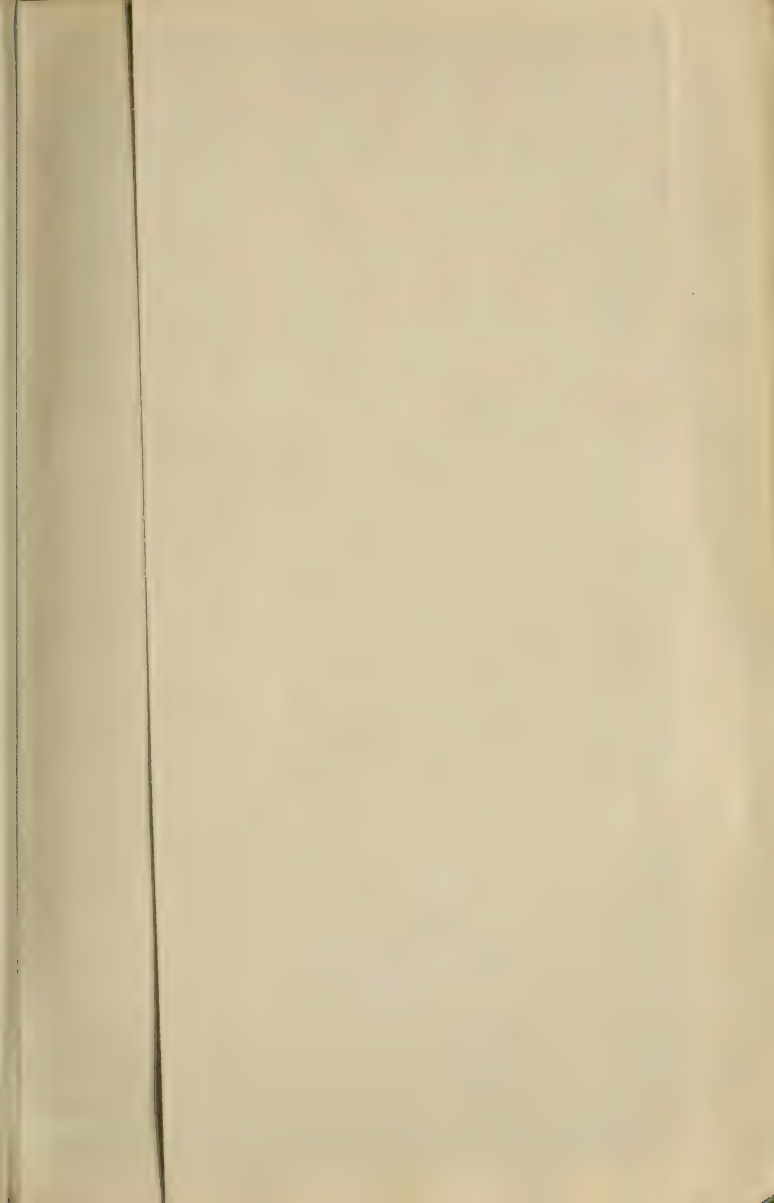
Leaving Oban we have the *Dog-stone* and *Dunollie Castle* (p. 221) on the right, and then passing between Kerrera, on which is the *Hutcheson Obelisk* (p. 222), and the green *Maiden Isle*, we make straight across Loch Linnhe. Behind us, at the entrance to Loch Etive, is *Dunstaffnage Castle*, and in the distance rise the twin peaks of Ben Cruachan, the one almost obscuring the other, while, as we proceed, we may notice, considerably to the left of Ben Cruachan, a pinnacled peak. This is one of the *Buchaille Etives*, or "Sugarloaf mountains of Glencoe." A little square-topped hill in Morven in our right front is the *Table of Lorne*. Ben Nevis, far away up Loch Linnhe, is first to the right of Lismore, then over it. Then we pass between the lighthouse at the south end of the long low island of *Lismore* and the *Lady's Rock*, covered at high-water, a circumstance of which a member of the Maclean clan availed himself, some three-and-a-half centuries ago, in order to get rid of his wife. The lady, however, was found and rescued, and her would-be murderer was assassinated by her brother. The residence of this loving pair was *Duart Castle*, a square tower on a small promontory of Mull, which we pass a little beyond the rock, and, beyond it, the modern Duart Castle.

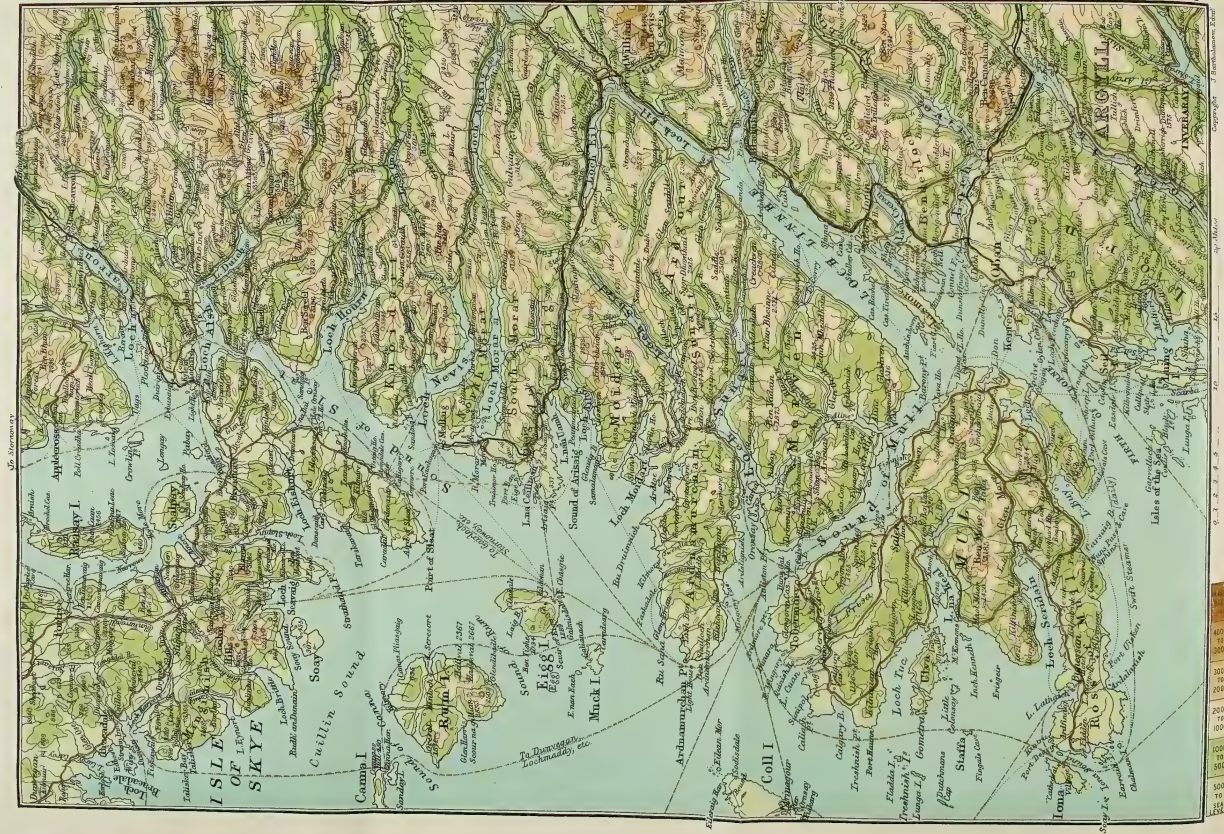
On Duart Point is a **Beacon Light** in memory of Wm. Black, the novelist (p. 279).

We now enter the **Sound of Mull**. Our first call is at **Craignure**, just beyond which Ben Nevis disappears behind the hills of Morven. Hence we cross to Loch Aline, passing on the way the ruin of *Ardtornish Castle*. Here the Lords of the Isles held of old their "parliaments," and, according to Sir Walter









Scott, their festive gatherings. In the present shell of a building, it is difficult for the passer-by to see anything more than yet another of the thousand-and-one little square strongholds which testify to the turbulence of former times in this part of Scotland.

About Ardtornish on the same side some basalt cliffs fringed with wood vary the characteristic monotony of the coast-scenery in this part of the Sound, and a little further on there is a charming but momentary peep up **Loch Aline**, just before we stop at the pier of that name. Hotel 1 m. up. An ancient and a modern castle—the latter with a campanile—are seen at the far end of the loch, beyond which the top of Ben Resipol is just visible. Don't miss it!

The next stopping-place to Loch Aline is **Salen** (*Hotel* in village), the best head-quarters for exploring the island of Mull. This island is almost entirely mountain and pasture, and has but little wood or rock in its interior to relieve the universal greenness, a peculiarity which is also encouraged by a very heavy rainfall. Mull has, of course, its *Ben More* (or "big mountain") 3,169 feet high, and visible over the valley behind Salen, whence, however, the conical Ben Talla is far the most conspicuous height.

Ascent of Ben More (3,169 ft.) *From Salen to the foot (Dishaig) 7 m.; thence up and down, 3½–4½ hours.*

N.B.—Get Bartholomew's map of Mull (2 m. to inch), Sheet 10; 2s.

Ben More is in itself a fine mountain, and its position as the crowning height of Mull, several hundred feet higher than any other mountain nearer to it than Ben Nevis or Ben Cruachan, makes it one of the best view-points within reach of Oban. The ascent is not difficult.

Route:—A few yards west of the inn at Salen the road turns to the left, and a little afterwards, bending up to the right, crosses the low *col* that separates the sound of Mull from Loch-na-Keal; the distance from sea to sea being not more than three miles.

At 2½ miles from Salen a road goes off to the right and winds along the north shore of Loch-na-Keal—the "Loch Gyle" of Campbell's pathetic ballad, but if we may venture on an opinion—neither "dark" nor exceptionally "stormy." This road leads also, by ferry, to "Ulva's rocky isle," or, keeping to the mainland, it works round alongside or near the coast to Kilninian (15 m.), Calgary, and Dervaig (25 m.; *inn*). It affords good examples of the combined land-and-sea views on which we have already commented.

Our road continues direct for a mile, and then, crossing the River Baa, turns abruptly to the right at *Knock*. By ascending for a few yards the steep hill that confronts us at the turn we shall get a view up *Loch Baa*—a very fine fishing loch containing salmo-ferox, but strictly preserved. At its lower end is *Glenforsa House*, near to which we may have already noticed, through the trees, the mausoleum. The other house on the water-side, east of our view-point, is *Ben More Lodge*, and beyond the head of the loch the remarkable cone of Ben Talla rises. This part of the island is the Glenforsa Deer Forest. There is—for Mull—an unusual display of wood in this little nook.

The rest of our way—3–3½ miles—is along the south shore of Loch-na-Keal, but for some time the heights of Ben Creach and Ben Fad hide the summit of Ben More from us. There is no particular point at which to leave the road, but some way short of the bend of the road opposite the islet of Eorsa it is best to strike up to the left and make for a bit of rocky excrescence about 1,500 feet up. After climbing a little beyond this you will see the top of the Ben in front. The best way thither is obvious: make for the foot of the steep uppermost part, and then go up slantways to the right till you are on the ridge. A twenty minutes' trudge up a slope, which, considering that it is rather steep and consists almost entirely of stones, is very smooth and easy-going, brings you to the top, and to a view which quite atones for its poverty of foreground by depth, extent, and contrast

of land and sea. Northward the sharp-notched Coolins of Skye bound the view; a little to the left of them are the peaks of Rum, and in a line with them the sheer-topped Scur of Eigg. Away to the north-west, over or just clear of Coll, rise the hills of South Uist, "Hekla," "Ben More," etc., and Barra, and between us and Coll are the fantastic Treshnish Isles. Staffa is a dot upon the sea, and south of it is Iona. The most prominent heights southward are the Paps of Jura, to the right of which is the lower-lying Islay, and nearer at hand Scarba and Colonsay. The twin peaks of Ben Cruachan, with Ben Lui to the right of them, "rule the roost" eastward, and in the north-east Ben Nevis rears his great hump-back above smaller but more graceful heights. Between it and Cruachan the Sugar-Loaves of Glencoe (*Buchaille Etive*) are easily recognised.

Close at hand we look almost straight down to the head of Loch Scridan (to which a rough descent may be made) and the desolate glen which goes inland from it. The white houses of Oban are seen due east, more than twenty miles away. A sharp rocky ridge close at hand, and belonging, if we recollect right, to Ben Fad, is a telling feature in the scene. To *Kinloch Inn* at the head of Loch Scridan would be about 5 miles. The inn is 12 miles from Bunessan (18½ Iona) by good road, and about 13 from Salen by pass (1,088 ft.) E. of Ben More and dropping to Loch Baa.

It was the writer's good fortune to be on the top of Ben More during a gorgeous sunset in June. Close at hand there floated a gossamer veil of mist, through which the sea and the far-off western skies ever and anon appeared, and reflecting the most varied and delicate tints. In those days of prolonged twilight there is time enough to see the sun fairly to bed and still get down to the road again without risk of losing the way through darkness.

Aros Castle, another ruined stronghold of the Lord of the Isles, rises beyond Salen, and six miles or so further, passing a small island, we enter *Tobermory Harbour*, where the mixed boats require the best part of an hour to take on and off cargo. The fast ones only stay long enough to land and pick up passengers.

A little tump that rises above the moorland of Morven is called "She-an" (*Sithean*). It was a favourite resort of Norman Macleod, whose ancestors once resided at *Fuinary*, on the shore, almost opposite Salen and the original of his "Manse in the Highlands."

Tobermory ("The Well of Mary." Hotels:—*Mishnish* and *Royal*, Temp., by the shore, close by pier), the capital of Mull, lines the western shore of the bay on which it stands,—a semi-circular one with a girdle of low, wood-fringed hills. Besides the communication by all through-boats threading the Sound of Mull, Tobermory has a special mail-boat plying daily between it and Oban. There is a fine cascade a few minutes' walk up the little dell at the far end of the village. On the opposite side of the bay is *Aros House*, a modern residence, close to which is the *Aros burn*, with two waterfalls, one visible from the pier. A shore path (1½ m.) leads to it.

The **circuit of Mull by road** is 95 miles:—Tobermory to Salen (hotel), 10; Lochdonhead, 24 (road good so far); Kinloch Inn (over pass 658 ft., rough), 41; [— Bunessan Inn, 53; Iona, 60 (good)] road junction at head of Loch-na-Keal, 63 (Salen, 66); Kilninian Ch., 76; Dervaig Inn 87; Tobermory, 95. Very hilly after Kilninian Church.

Tobermory to Salen (Loch Sunart), 15 m.; Twice a week (*Tu. & Fr.*) the Mull mail-boat leaving Oban about noon proceeds up Loch Sunart to Salen, returning so as to reach Tobermory by 8 a.m. the following day. *Oban to Salen*, 8s.; *ret.*, 12s.; *steerage*, 4s.; 6s.). The sail past the islands, through the narrows and between the richly wooded shores of Loch Sunart, is most charming. Note *Glen Cripesdale* with its house, on the Morven side. There is a fair little hotel (1 m. from pier) at Salen. For way on to **Loch Shiel, Strontian**, or **Ardnamurchan**, see p. 242. From the inn to the landing-stage of the mail

steam-launch on Loch Shiel (*see p. 329*) is $2\frac{1}{4}$ miles. Make your bargain as to conveyance beforehand.

Quitting Tobermory, we may notice the basaltic formation before reaching *Ru-na-gal Lighthouse* on the left and the entrance to *Loch Sunart* on the right. The breeze very likely freshens and the sea becomes more frisky as we look ahead to the open Atlantic. To the left, high up on the bleak moorland, and "four square to every wind that blows," is a modern residence, *Glengorm House*; on the right, *Ben Hiant* (1,729 ft.) and *Mingary Castle*; behind, *Ben Resipol* (2,774 ft.). Then as we issue from the Sound, *Ardnamurchan Lighthouse*, occupying the most westerly and one of the most exposed rocks in Scotland, stands out to sea. Before we round this point, an entirely fresh prospect opens before us, which with the gracious permission of Father Neptune, not always accorded, we shall not be slow to appreciate. Due north, and almost close at hand, rises the level island of *Muich* ("Muck"); to the right of it, *Eigg* (pron. "Egg") with its basaltic *Scur* ending in a precipice at its eastern extremity. Over and beyond *Muich* and to the left of *Eigg* are the mountains of *Rum*, characterised by a peaked outline, while, filling up the gap between them and *Eigg*, the *Cuchullins* of Skye are plainly visible. To the right is a succession of mainland heights. About here the finest part of the voyage commences. The relative position of the islands is constantly changing, and is of course additionally subject to the route taken by the particular steamer on which we are travelling. Nearly all go direct to *Arisaig*, passing on the way the little hamlet of *Fascadale*, and affording the most remarkable view of the extraordinary basalt *Scur* of *Eigg*; one or two, however, call off *Eigg*, on the way. This remarkable island is, to a considerable extent, under cultivation. The *Scur* of *Eigg* is, by reason of its extraordinary shape, the most conspicuous object for miles and miles round. It consists of a mass of basaltic shafts, rising from a steep rocky base. At the north side of the island is a long line of cliff presenting a similar phenomenon, but not attaining so great a height.

Eigg possesses its "chamber of horrors" in the form of a cave near its south-east shore, in which, within the last 60 years, a large number of skeletons might have been seen bleaching. The tale runs that upwards of two centuries ago the Macleods of Skye, having been disappointed in a predatory expedition to the island, which resulted in their being tied down and sent adrift in their boats, returned in increased numbers to revenge themselves. The *Eiggites*—Macdonalds by clan—retired to the cave, whither the Macleods, having traced them, lighted a huge fire at its entrance, and so suffocated them. Happy, indeed, is the country which has no history!

From *Eigg*, when the swift boat steers north for Loch Seavaig, it passes the promontory of Sleat and Loch Slapin on the right hand, and on the left the mountainous *Rum* and *Canna*, on which *Compass Hill* is said to be so strongly impregnated with magnetic iron as to affect the compasses of passing vessels. *See Seavaig and Coruisk see pp. 255, 256.* The return is round the Point of Sleat into the course pursued by the other boats.

As the shores of Eigg recede, the peaks of Rum and the Cuchullins become more distinct, and the **Sound of Sleat** opens in front. The last-named is bounded on the west by the long and almost straight south-eastern shore of Skye, from which rise hills of no great height or variety of outline. The mainland, however, assumes noble proportions, and, before the Cuchullins have disappeared behind the promontory of Sleat, Loch Nevis opens on the right. **Loch Nevis**—or the “loch of Heaven”—so called to distinguish it from its next neighbour, **Loch Hourn**, the “loch of Hell,” is certainly the more cheerful loch of the two, but the difference in scenery by no means corresponds with that suggested by the two names. Both are grand specimens of west-coast scenery, and they are marked by similar characteristics—lofty dark mountains, descending in abrupt slopes to the water’s edge, and mysterious distances through which the eye can only imagine the long inner reaches winding inland between hill-ranges only far enough apart to leave room for the ceaseless ebb and flow of the tide. (*For Loch Hourn, see p. 258.*)

Passing Loch Nevis the steamer enters the *Sound of Sleat*, and pays its first respects to Skye at **Armadale**. Here is *Armadale Castle*, the modern seat of the Macdonald family, who share with the Macleods of Dunvegan the distinction of being the chief landed proprietors in the island. Both places are marked by an abundance of wood, very unusual in Skye, and at Armadale the moist warmth of the climate is attested by the luxuriant growth of the fuchsias.

Our next calling-place with some of the steamers is **Isle Ornsay** (*Inn*), immediately opposite Loch Hourn, a short length only of which lake is visible. **Ben Screel**, from here saddle-shaped, rises directly from its northern shore to a height of 3,193 feet.

From *Isle Ornsay* a short cut of 9 miles may be made across to *Broadford*, but its adoption involves the loss of the best scenery of the voyage, and the road itself crosses the worst of Skye scenery.

From *Isle Ornsay* the view up Loch Hourn is most impressive. On the Skye side the hills on the left sink and reveal again the Cuchullin range, with *Blaven* prominent at its right. The Sound narrows as we cross it to the bay and strath of **Glenelg** (*Hotel*), near to which are the old *Bernera Barracks* in ruins.

Glenelg, Lochhourhead, &c.

Map opp. p. 253.

This corner of Inverness-shire is one of the most characteristically beautiful parts of the Highlands. By the great majority of tourists, however, its beauty is only surmised from the limited view which they obtain of it during the passing of the numerous steamers which run between Oban, Skye, Gairloch and Stornoway. The hotel accommodation is certainly limited, the inn at Glenelg—a good and fair-sized one—being the only place in the district itself at which visitors may depend upon being housed. The distance of Glenelg from Shiel House Inn on Loch Duich (p. 237) is 9 miles, and the Balmacara Hotel on the north side of Loch Alsh is still nearer by sea, the distance being accomplished in 20 minutes by the fast steamers, which call at both places on every voyage, going north on Tuesday, Thursday and Saturday, and south on the alternate days. The “Claymore” and “Clansman” also call at both places on their outward and return trips.

Glenelg itself requires no description as a village. The hotel is pleasantly situated a short distance from the little stone pier, to which passengers are conveyed from the steamers in commodious boats, and beyond the correspondingly small kirk. The *Bernera Barracks*, a little way north of it, and now in ruins, are another reminder of the difficulties which the present dynasty at first experienced with the Highland clans. Passing a little way to the left of them and crossing the river by some stepping-stones you may join the old mail-road to **Kyle Rhea Ferry** and **Skye**. The walk to the ferry (2 m.) is very picturesque. Those who cross it may experience a momentary uncertainty as to their fate when they reach the turn, as it were, of the two tides, which run in opposite directions through the strait. From the far side the road ascends by the side of a long and desolate valley from the “col” of which it descends more gradually to the Kyle Akin and Broadford road, which it strikes opposite a road-side house of call, 4 miles short of Broadford. There is an extensive view of the sea and the Skye mountains during the descent, and in one part the deep ravine of a very pretty burn on the left hand. The walk is to be recommended as a variety to those who are already familiar with the magnificent sea-route between Glenelg and Broadford. The full distance is about 13 miles.

Glasven (1,296 ft., 3 m. from the hotel). This little mountain amply repays the trouble of getting up it, because it commands a view in three directions, northwards over Loch Alsh, eastwards up Loch Long, and southwards down the Sound of Sleat. To the west Ben-na-Caillich, in Skye, towers over the far side of the Kyle. To reach the foot, go northwards from the hotel to the point where the Kyle Rhea road strikes off to the left; then pursue a cart-track past some shielings, beyond which the ascent, first marked by a path and then rather sloppy in parts, but presenting no difficulty, commences. The top is marked by a cairn. The view is as above outlined. Perhaps the sweetest part of it is the vista up Loch Long, an arm of Loch Alsh winding far away into the wild mountain-land north of Kintail. The superior heights near Mam Rattachan hide Loch Duich, and Ben-na-Caillich hides the Coolins. Over Loch Alsh, Balmacara is seen. In returning you may descend to a valley which is crossed by the Kyle Rhea road considerably west of the point at which you crossed that road in coming up.

Pictish Towers of Glenelg ($2\frac{3}{4}$ —3 m. from hotel). These are the most complete of their kind on the mainland, though they are far less so than that of Mousa in Shetland. Follow the road southwards as far as the bridge over the Glenelg stream (1 m.). Instead of crossing this, keep along the road up the glen. The first tower is in a field on the right of the road, and the second on a hillock a few hundred yards further, left of the road. Being fac-similes, a description of the first will suffice. The shape is circular, and about a third of the circumference remains. The interior diameter is about 30 feet, and the height of the wall from 30 to 35 feet; its total width at the base 12 feet, but here the masonry is broken by an intra-mural passage extending all the way round and gradually tapering upwards, till towards the top the double wall becomes a single one, of correspondingly less width to the space which the passage occupies below. The double parts are held together by slabs of slate placed horizontally so as to form floors. Inside, the wall is upright; outside, it leans inward. There are no indications of cement having been used, but the stones are laid in courses. Narrow slits admit light from the inside only. Altogether, the only common-sense theory as to the origin of these and the thousand and one other remnants of a similar kind, which exist all over the north of Scotland, is that they were built for protection, either of person or gear, or both.

Glenelg to Arnisdale, 11 m. (road); and **Lochhournhead**, 18 m. (road, see p. 248). This is the excursion from Glenelg, and as fine a one as any in Scotland. The road to Arnisdale is a somewhat rough one from the point of view of a carriage-proprietor, who naturally prefers to send his machines over the smoother route by Mam Rattachan to Shiel Inn—also a very fine route, described on p. 250. Except by boat there is no way of seeing the upper reach of Loch Hourn, as the footpath connecting Arnisdale with the head of the loch goes up a valley which is separated from the water by an intervening line of low hills. Consequently, care should be taken to choose such hours as will admit of accommodating the row down the loch and back again to the state of the tide. There is one poor licensed house at **Arnisdale** (p. 249), but this district has not, so far, taken advantage of its tourist possibilities either as regards inns or boats, except in asking an unreasonable remuneration for the hire of the latter. With a favourable tide and two rowers, 8s. may be considered a fair charge. If the tide does not admit of the row being continued to the head of the loch, it is fully worth while to proceed as far as the narrow tide-way about 2 miles short of it. There is a footpath from Corran along the middle reach of the loch, and by a little clambering after it ceases a fair view of the upper reach may be obtained.

Good walkers may proceed from the head of the loch by road, past Loch Quoich, to **Tomdoun Hotel** (p. 248, 17 m.), on the way to **Invergarry** (see p. 247).

There is also a horse-path along the south side of the upper reach of the loch, connecting **Lochhournhead** with **Inverie** on Loch Nevis, but, as the public communication with the outer world enjoyed by Inverie is confined to about one call a week on the part of the "Claymore" or "Clansman" at all sorts of hours, this route is of no service to the tourist, unless he hire a boat (see p. 249).

Route. The road is identical with the one to the Pictish Towers (see above) as far as the bridge over the Glenelg stream, which must be crossed. Here, amid trees on the right, is the shooting box of *Ellanreoch*. From it the ascent begins at once and continues for some time, soon commanding a view across the Sound of Sleat, closely confined on the far side by the isolated group of mountains which lie between Kyle Akin and Isle Ornsay. In the retrospect the mountains of Applecross, beyond Loch Carron, are seen. Soon, as we proceed over the high ground, the sheer-topped Scur of Eigg (p. 255) appears and, to the right of it, the boldly outlined hills of Rùm. Then, as the entrance to **Loch Hourn** comes into view in front, about 5 miles on our way, the serrated peaks of the Coolins rise grandly over Isle Ornsay. In descending to Loch Hourn we pass through a birch-wood, and, as soon as the trees permit, a splendid view of the middle reach of the loch bursts upon the eye over some railings to the right of the road. A grander sheet of water and a finer outline of hills are seldom comprised in the

same prospect. The slopes of Ben Screel, richly clothed with scrub in their lower parts, now appear on the left, and in another mile or two we reach **Arnisdale**—a row of poor-looking cottages lining the loch.

Ben Screel may be climbed from here by the green corrie which ascends to a point, whence, bending to the left, the steep upper slope of the mountain must be attacked. We have not made the ascent.

The path to Lochhourthead diverges to the left between Arnisdale and **Corran**, one mile further, but, as before stated, is separated from the loch by an intervening ridge (*see p. 249*). Good entertainment at Mrs. Murchison's.

Having hired our boat at Arnisdale, we proceed down the middle reach of **Loch Hourn**. The mountain-shapes in front and to the right are very fine, as is that of Ben Screel in the rear. In a couple of miles a sharp turn to the left is made into the upper and narrow reach of the loch, half-way up which are the "narrows." Here if the tide be unfavourable we must stop. There is a cottage a few hundred yards away, on the north shore, where milk may probably be had, and from which, by ascending the rocky little eminence beyond, we may obtain as good a view as can be desired of this portion of the lake. Its characteristics are steep shores richly clothed with native wood and diversified by rock, and rising towards the west to bold mountain-peaks. The scenery from this point to the head of the lake is of the same kind. The commanding heights at the head are Ben Buie (2,870 ft.) and Seour Morar (3,365 ft.). The carriage-road to Tomdoun Hotel and Invergarry (*see p. 247*) commences about a mile beyond the head, and is reached by the horse-track which, as before mentioned, follows the south side of the loch.

Glenelg to Invermoriston or Invergarry on the Caledonian Canal. *Glenelg to Shiel Inn (Kintail), 9 m.; Clunie Inn, 21; (Torquair Hotel, 37; Invermoriston Inn, 46.) Tomdoun Hotel, 31; Invergarry Hotel, 43.*

These roads are fully described the reverse way on pages 248 and 250. Their features are the splendid view from *Mam Rattachan* (1,072 ft.) 2 miles short of Shiel Inn; the deep valley of *Glen Shiel*, and the beautiful wooded scenery during the last few miles either to *Invermoriston* or *Invergarry*. The central portion for some miles on either side of the *Clunie Inn* is bleak and uninteresting. From Shiel Inn the pedestrian may visit the *Falls of Glomach* and cross to Invercannich and Beaulie, or Drumnadrochit, as described in the next *détour*—from Balmacara (*p. 261*).

At **Kyle Rhea**, just below Glenelg, the old Skye Ferry, now but little used, crosses our course. Hereabouts the meeting of the tides, as they sweep round the shores of Skye, makes rowing navigation a difficult if not a dangerous matter for inexperienced hands. Beyond the Kyles the water again expands into **Loch Aish**, an apparently land-locked lake, on the far side of which is the excellent hotel of **Balmacara**. The scenery all along this part of the voyage is of a very distinct character, and gains considerably in impressiveness, if, as is often the case with the slow steamers, it is first seen in the twilight. There is not so much individual beauty about the mountain amphitheatre, but the rapid changes in the disposition of sea and land, the confusion of island and mainland, and the sudden opening up of unexpected channels, when a minute before we seemed to be sailing into a watery *cul-de-sac*, give the scene the character of a labyrinth. We do not know the particulars of the catastrophe which overtook the Norwegian king, Haco, in these waters, on his retreat after the

battle of Largs, six centuries ago, but it is not difficult to imagine the bewilderment of the unfortunate monarch when he found himself entrapped in such a troubled and unconventional sea, between two dangerous channels, with tides rushing to and fro through them at the rate of eight miles an hour. The wonder is, not that he failed to get out, but how he ever managed to get in. Still more wonderful, however, was his previous exploit of dragging some of his vessels over the isthmus between the West and East Loch Tarbert, thus early demonstrating the effeminacy of the present age in desiring a canal between those places.

While crossing the loch we may notice at its eastern end, where it branches into two other lochs—Duich and Long—the crumbling ruin of *Eilean Donan* (the “small island-fort”), and, to the left of it, the table-topped *Ben Killilan*, at the head of Loch Long.

The *Monument* on the north shore of the loch west of the landing-place was put up by Sir Roderick Murchison in honour of his ancestor, Donald Murchison, who for ten years collected the rents of the proscribed Earl of Seaforth during the stormy period of “the ’45.”

Balmacara Hotel (1 m. E. of landing-stage (Map p. 165). *Post arr. abt. 3.45 p.m., dep. 8.40 a.m. Tel. Off., 8-8., Sun. 9-10*) is the best centre for exploring the beauties of the Loch Alsh and the Kintail district, of which only a very vague idea can be obtained from the steamer-track. The gem of this district is **Loch Duich**, a salt-water lake, which, though it is really a continuation of Loch Alsh, lies at such a sharp angle, and is entered by so narrow a strait, that it is not visible until it is actually reached. For this reason it has all the characteristics, except the tidal one, of an inland lake. It is best visited in a boat from Balmacara, but before starting the tide-table must be carefully consulted. It is also seen to great advantage in either of the two following walks, and a beautiful glimpse of it is obtained from the mail-road between Balmacara and Strome Ferry (*see below*). The “Clansman” or “Claymore” calls at its entrance, *Totaig*, on the return journey about Tuesday or Thursday.

Balmacara to Strome Ferry, 8 m. by mail-road; mail-cart daily, 2s. 6d. This road crosses the high ground between Loch Alsh and Loch Carron. It climbs from the Kintail road, $1\frac{1}{2}$ miles from Balmacara, affording after its first rise a beautiful retrospect over Loch Duich, Loch Alsh (Hotel), and their surrounding heights. Thence for some distance the road winds round the hill-side to avoid the depression over which the telegraph-wires pursue a more direct course. Then it drops again into a green valley, whence another and a smaller ascent is made to the summit of the ridge which overlooks Loch Carron. The *Strome Ferry Hotel* is beautifully situated on an eminence overlooking the lake, and close to the *Railway Station and Pier*. (*See also p. 165.*)

Balmacara to Strome Ferry by Duncraig, 12 m.

This route, though longer, is a delightful alternative to the direct road. The prospect obtained from it over the sea to the Skye mountains is one of the finest in Scotland, and the rock scenery about Duncraig is grand.

Follow the Kyle Akin road for $1\frac{1}{2}$ miles and then, near the top of a long ascent, where the wood ceases, take the right-hand branch (the left drops to **Kyle of Lochalsh**, 6 m. from Balmacara). After a mile of dull moorland, the road makes a long descent through a beautiful wood of native birch, on issuing from which it affords a splendid view across the outlet of Loch Carron to the Applecross and Skye mountains. Then, $4\frac{1}{2}$ m., it crosses a burn just above the little hamlet of **Duirinish**, and bends back to the right. A few yards further, a road goes off square to the right. This is the best to take. (The one straight on goes to **Plockton**, a fishing village with a little country inn and a railway station (p. 170), and by turning out of it, right, in about a mile you may rejoin the first-named.) Hence to Duncraig we have a reclaimed wilderness. Oats and potatoes flourish beside a loch overshadowed by a fine wooded crag. Past the loch, the road—a fine one—follows a serpentine course, and seems to absolutely reverse its direction. Below is the hamlet of Plockton. Winding round again, however, we make pretty direct for the mansion of **Duncraig** (Sir Kenneth Matheson, Bart.), a handsome modern building with a tower. From the road it is almost hidden amongst trees, and on nearing it we turn up to the right, keeping the shrubbery—rich in rhododendron, laurel, and evergreens generally—on the left. Soon nature unadorned reasserts herself, and the road, looking down on the sea, passes beneath the magnificent crags (“Castle” crags) which give the place its name. They tower to a great height, and are richly clothed with heather and birch. Issuing on to less interesting ground, we may notice a remarkable *raised bench* at the foot of the next hill. Our road passes this hill, and we may cut off a dull corner by crossing a footbridge at a little farm, and following up the farm-track alongside the stream. This brings us into the Balmacara mail-road, $1\frac{1}{4}$ miles short of *Strome Ferry* (p. 169).

. The two last-described routes combine to make a first-class circular drive of 20 miles ($2\frac{1}{2}$ less omitting the hotel at Strome).

Balmacara to Invercannich (Strath Glass). *Balmacara Hotel to Dornie* (public-house), 5 m.; *Croë Bridge* (head of Loch Duich), 12; *Aultbeath*, 22; *Loch Affric* (east end), 31; *Glenaffric Hotel* (Invercannich), 43.

There is a carriage-road to Croë Bridge; thence a footpath to the east end of Loch Affric, and a carriage-road for the rest of the way to Invercannich. As to accommodation, or rather the want of it, the tourist is specially referred to the notes on p. 161, &c.

This is one of the finest long walks in Scotland, but it is only practicable for good pedestrians. The part of it between Croë Bridge and Invercannich is fully described the reverse way on page 158. In that portion, therefore, we shall merely give such details as are necessary to make the way clear. The walking distance may be reduced to 31 miles by hiring to Croë Bridge.

Between Balmacara and Dornie there is nothing calling for special remark. The road leaves Loch Alsh some distance on the right, and green hills rise on the opposite side. At *Dornie* the outlet of Loch Long is ferried over. A road skirts its western shore, by which the Falls of Glomach may be reached, but the way is not nearly so good as the one which we shall describe further on in this route. By it the distance is 18 miles from Balmacara (by Killilan, 11).

From Dornie, where the Fort of *Eilean Donan* on a projecting rock is a most picturesque object, we pursue a hilly road with many twists and turns along the north-east side of **Loch Duich**. Nothing in the Highlands is much finer than this lake. It is hemmed in on every side by steep hills, those at its head rising in conical form considerably higher than the others. The prevailing colour is dark green, and the shores are abundantly fringed with wood. Of the streams which feed it, one is hidden from the view and the other, which threads Glen Shiel, so closely flanked by abrupt mountains as to be barely visible. The regularity of its shore and sky-lines somewhat impairs the effect of the lake from a purely artistic point of view, but the details which compose its scenery are so strikingly good that they will bear being looked at for a long time without wearying the eye. There is a grand view from the top of *Keppoch Hill*, 2 miles beyond Dornie. *Inverinate Bridge*, about half-way up the loch, is

a charming spot. Beyond it we pass the most populous part of the loch-side, the village of **Kintail**. The road then turns northward and crosses the *Croë water* some way beyond a little inlet of the lake in that direction.

*** For the **Falls of Glomach** take a track to the left before crossing the bridge. This passes by the farm of *Linassie*, and keeps the river on the right till some way beyond the convergence of the stream descending from the Pass of Beallach. Then crossing and recrossing the stream, it bends right and climbs high up above it, diverging slightly to the left about a mile beyond the last crossing, and passing over a stretch of moorland in a north-easterly direction till it descends to the Glomach stream a little above the Falls. For the description of the Fall, *see page 159*. A return may be made to Balmacara down *Glen Elchaig* and by a road along the north shore of Loch Long. The first part of the walk is very steep and rough, the glen of the Glomach Water being uncomfortably narrow. The nearest way on to Invercarnich is to follow the stream upwards for 4 miles and join the main route close to Loch Beallach. There is a rough track during the latter part of the way.

To reach *Glen Affric* and *Invercarnich*, leave the main road at Croë Bridge and, passing on the right the entrance to the glen through which the river Croë flows, ascend the next glen on the same side. The track up this glen climbs steeply to the top of the **Pass of Beallach** (1,700 ft.). A mile beyond the top *Loch Beallach* and the convergence of the Glomach track are passed, and then the path descends continuously to *Aultbeath*. Hence leave the cottages of *Coulvie* on the right, and take the north side of Loch Affric. The carriage-road from *Affric Lodge* at the east end of the lake needs no description beyond that already given on page 158. No effort should be spared to reach Invercarnich before dark, not from any danger of losing the way, but to avoid missing the magnificent scenery of Glen Affric.

Balmacara to Invermoriston or Invergarry (on the Caledonian Canal). *Balmacara to Shiel Inn (by north side of Loch Duich)*, 15 m. *(by south side)*, 12 m. Beyond Shiel Inn the route is identical with that from Glenelg (p. 246).

Carriages are taken along the north side of Loch Duich, as described in the previous route, to Croë Bridge, whence they skirt the head of the Loch to *Shiel Inn*.

Pedestrians may ferry over at Dornie to **Totaig** (*ale-house*) on the south side of Loch Duich, whence there is a shore-road affording beautiful views across and up the lake, and joining the Mam Rattachan route from Glenelg close to Shiel Inn. This is the easier route for cyclists.

From Balmacara the steamer turns hard a-port for **Kyle Akin**. This strait, named after the aforesaid Haco, connects Loch Alsh with the wider waters north of it, between Skye and the mainland. Only the swift steamers have now the advantage of comprehensive views, as night has always, except in the very long days, fairly closed in by the time the mixed boats reach this part of the voyage. But there is a keen sense of romance about Kyle Akin, even in the dark. The lighthouse at the extremity of the reefs which abut from the mainland, presenting in turn its red and white lights, is an object whose full effect is lost in the day-time; but, however much or little visible, Kyle Akin affords one of the most picturesque groupings of natural and artificial objects in Scotland. On a rock to the left of the narrow water-way stand the few stones which constitute *Castle Moil*—said to have been built by a Danish princess nicknamed “*Saucy Mary*,” who took toll from all passing vessels.

The extension of the Skye railway to **Kyle of Lochalsh**, as the terminus on the mainland side of the kyle is called (*see p. 170*), has effected a transformation in the character of Kyle Akin, which, up to a comparatively short time back, was merely a lonely strait with a ferry-house inn at the end of a land journey of over fifty miles, on one side, and a rustic village with an old castle and a comfortable inn on the other. The opening of the Skye railway as far as Stromie Ferry in 1870 quickened it into animation, but it was not till the extension was finished in 1897 that it breathed continuously. Now it is one of the chief ports for the whole of Skye and the Lews. On the business (E.) side a small community, with shops, a bank, and a first-class hotel, yet homely, belonging to the Railway Company (*see p. 170*), has sprung into existence, while the other—pleasure—side has benefited by having its undoubted attractions made so much more accessible.

Our first call is at **Kyle of Lochalsh pier**, on which also the railway station (*ref.-rm.*) stands (*hotel*, enlarged, in hands of Railway Co., 3 min. walk, over the bridge), and where there is a considerable interchange of passengers.

The coast on this side, though broken and romantic, is not adapted for pleasure purposes. You can cross by ferry ($\frac{1}{2}$ d.), from one to the other *old* pier, to the village of **Kyle Akin** (Hotels: *King's Arms, Kyleakin*, good, now in same proprietorship), which lines the Skye shore, commands a lovely view, has a good steamer pier, and a splendid shingle beach for bathing. A strip of green, part of which affords facilities for golf, extends between the houses and the sea.

The **Cyclist** will find Kyle Akin or Broadford the best starting-place for a tour in Skye. The roads are very fair and, considering the wildness of the country, not over hilly. *Distances*:—Kyle Akin to **Broadford Hotel** (*p. 264*), 8 m.; dull, with fine views; better by steamer. **Sligachan Hotel** (*p. 272*), 23; some stiff ups and downs. **Portree** (*p. 270*), 33; sharp rise at first, then easy.

— **Portree to Uig Hotel** (*p. 273*), 15 m.; **Quiraing**, 21; **Staffin (Inn)**, 24. Fair to Uig, whence rise of 800 ft. to Quiraing. Leave cycle at Uig.

— From **Uig** round by **Kilmaluag** to **Staffin** (17 m.; *p. 273*) is bad going

Portree to Dunvegan (23 m.; *p. 274*), a variable and very dull road.

Dunvegan to Sligachan (25 m.; *p. 323*), the finest road-route in Skye; rough and hilly, but worth all the trouble.

We may here remark that the number of mile-stones in Skye is only equalled by the absence of any information upon them.

Between Kyle Akin and Broadford a low belt of dull moorland, relieved by a strip of cultivation along the shore, stretches across Skye, forming a kind of isthmus for the promontory of Sleat. Behind it the *Cuchullins* again come into view, *Blaven* being now the most prominent of the group. It rises to a fine irregular cone,

and few mountains in Scotland display such noble proportions. Stretching eastward from it is a line of red, angular summits looking more like huge artificial lumps than ordinary productions of nature. On the right *Loch Carron* opens with fine effect, displaying to its north the mountains of *Applecross*. In front are *Scalpa* and *Raasay*, the latter marked by the table-topped *Duncan Hill*, to the right of which is seen the *Storr Rock* far away in the north of Skye. At **Broadford** (p. 267) there is a good hotel, and a commodious pier.

The sail from Broadford to Portree is fully described on page 170. For *Portree* itself, see p. 270; for the sail on to *Gairloch*, p. 276; for *Ullapool*, *Lochinver*, and *Stornoway*, p. 277.

Oban to the Outer Hebrides and West Coast of Skye,
see p. 316.

The Isle of Skye.

"But still Salvator's soul had kindled to paint Skye."

For *Cycling Notes*, see p. 263.

General Description.—The scenery of the *Island of Skye* differs more than any other in Britain from that with which mankind are familiar in the ordinary walks of life, and for this reason it is popularly called "savage." The epithet may be justified on the ground that the island presents Nature's counterpart both to the nobility and the meanness of the savage. The tourist who visits it will do well to remember, in choosing his routes, the wonderful contrast of beauty and ugliness which it presents. Even Alexander Smith, one of its most devoted admirers, and the author of the most eloquent description which has hitherto been given of it, was constrained to write thus of one part of the island:—"We passed through a very dismal district of country. It was precisely to the eye what the croak of the raven is to the ear. It was an utter desolation, in which Nature seemed deteriorated and at her worst. Winter could not possibly sadden the region; no spring could quicken it into flowers. The hills wore but for ornament the white streak of the torrent; the rocky soil clothed itself with no heather. . . . Labour was resultless; it went no further than itself—it was like a song without an echo." There are parts in Skye which even the picturesque and imaginative pen of Mr. William Black, with all the beautifying forces of atmospheric phenomena which it knows so well how to bring into full play, could hardly redeem from the "abomination of desolation," if we may be excused for perverting the original meaning of an expression. It is our aim in guiding the tourist's steps through the island to enable him as far as possible to avoid these scenes, whose "loneliness loads the heart," and whose "desert tires the eye."

The attractiveness of Skye rests entirely on the scenery obtained from two or three routes through it, and the ever-changing disposition of its wild mountains and sea-inlets as seen in sailing round its shores.

The **hotel accommodation** on the island has greatly improved during the last 20 or 25 years. **Portree**, as the chief place, has the largest houses—"Royal" and others, while the somewhat smaller ones at **Broadford** and **Sligachan** are equally good in their way. Of **Kyleakin** we have already spoken (p. 263). At Dunvegan, too, Uig, or even Staffin, no tourist need deem himself unfortunate in having to spend the night.

The best **map of Skye**, as a whole, is Bartholomew's $\frac{1}{2}$ inch to the mile, in coloured contours (Sheet 19; 2s.).

The route of routes is the one from Broadford to Sligachan,—conveniently continued to Portree—by Lochs Seavaig and Coruisk and Glen Sligachan. For the pedestrian to take to his legs short of Broadford is waste of time.

Equally popular with this is the Quiraing excursion, but except for the unique rock scenery of the Quiraing itself and the descent to Uig the route is dull and monotonous, presenting in parts the worst features of the island.

Kyle Akin is one of the most picturesque spots on the Scottish coast.

Dunvegan, on the west coast, is a good deal visited, but the mail-road to it from Portree (22 *m.*) is very dull, and there is no public conveyance to it by the more interesting route from Sligachan. It may, however, be reached in a circuitous manner by mail-boat from Portree three days a week (*see p.* 324)—a charming sail.

The ascent of “*Seuir-na-Gillean*” from the Sligachan Inn is perhaps the roughest piece of ordinary mountaineering to be obtained in Scotland. Other peaks of the Coolins, which are only climbed by experienced climbers or cragsmen, present greater difficulties. The Storr Rock also amply repays the trouble of climbing it. A great part of the route, however, is characteristically dull.

“*Corry-na-Creich*” to the north, and “*Hart-o’-Corry*” to the south of *Seuir-na-Gillean* are amongst the wildest and grandest scenes of their kind in Britain.

Those who from any cause are prevented from adopting the Loch Coruisk route between Broadford and Sligachan, will find a frequent change of scene and great diversity of colour and outline in the walk by the main road (15 *m.*) between these places. It skirts the sea-shore during the greater part of the distance.

We hope the above remarks will not be considered unduly dogmatic. We have given utterance to more decided opinions than usual, because we have always found on our way to Skye that tourists visiting the island for the first time are exceptionally bewildered as to the best places to stop at and the best routes to travel.

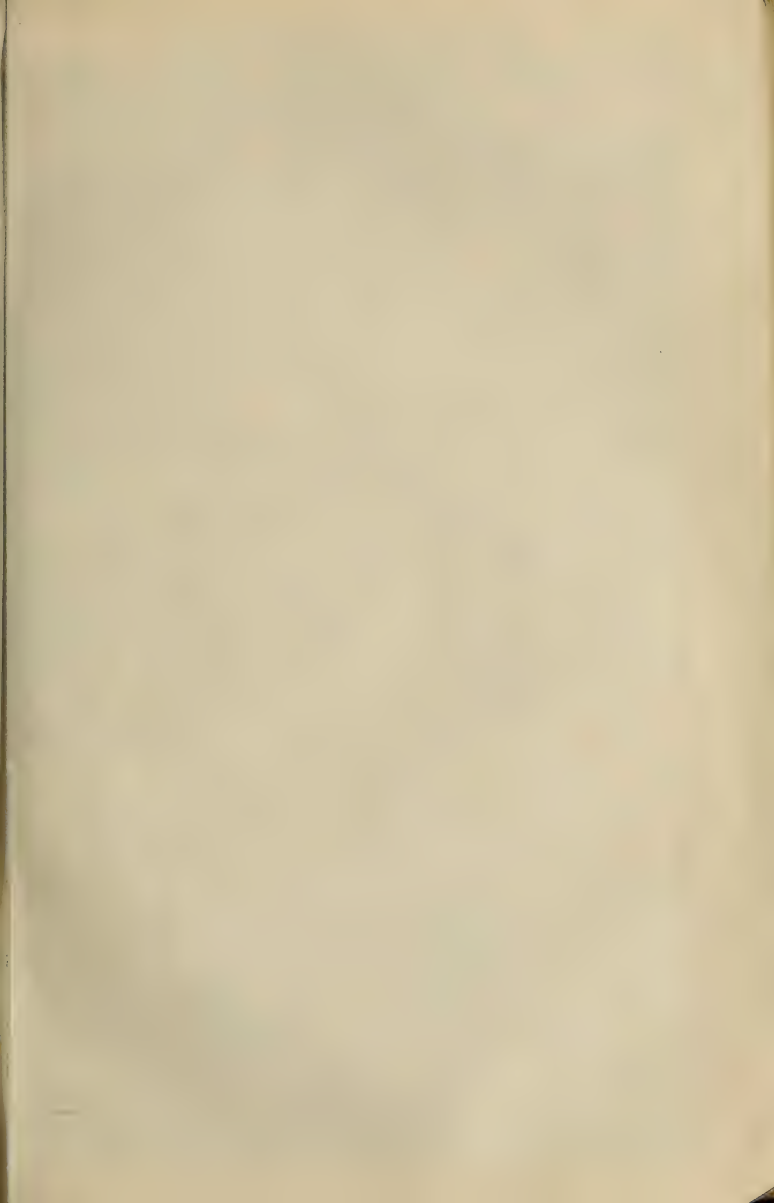
Good walkers should undoubtedly begin at Broadford and take the Loch Coruisk route. Even those who cannot manage more than their 8 or 10 miles in a day, may adopt this route by driving to Torrin and taking a boat round Strathaird Point to Loch Seavaig, whence the walk over Drumhain (*abt.* 1,000 *feet*) to Sligachan is 8 miles. Those who trust entirely to carriages and ponies should make Portree their head-quarters. From it public waggonettes start every morning to Sligachan, affording ample time for the pony expedition to Loch Coruisk and back. Similar accommodation is afforded to the Quiraing.

Two or three days is the time usually spent by visitors in the island. That period may be best turned to account as follows:—

Day 1. Broadford to Sligachan by Loch Coruisk.

„ 2. Ascend *Seuir-na-Gillean* (or visit *Corry-na-Creich*) and walk or ride to Portree.

„ 3. Public waggonette to the Quiraing, or climb the Storr Rock.





Broadford to Sligachan and Portree.

Broadford to Torrìn (conveyance), 6 m.; Loch Scavaig, close to Coruisk, 20; Drumhain (walk), 22; Sligachan Inn, 28.

Charges: Carriage to *Torrìn* at usual posting rates; Boat with 2 rowers to *Loch Scavaig* and back, 18s.; with 4 rowers, 24s.

Variations:—(a) Boat from *Torrìn* to *Kilmaree* (3 m.), abt. 3s.; walk to *Camasunary*, 3½ m.; Boat to *Loch Scavaig* and back, 10s.

(b) Boat across *Loch Slapin* (½ m.), 2s. Walk by *Kilmaree* to *Camasunary*, 4 m.; and round the promontory to *Loch Coruisk*, 8 m.

Remarks. A party is made up on most days at the Broadford Hotel, whereby the individual expense is much reduced, and the whole can be done with not more than a mile's walking by returning by boat and carriage to Broadford. Cyclists can only send on their machines by boat from Broadford to Portree.

Those who elect to walk from the far side of *Loch Slapin*, or from *Kilmaree*, 2 miles lower down the same loch, to *Camasunary*, may possibly find the boats at *Camasunary* engaged, in which case they must walk on either round the promontory, on which is the "bad step" (*see description*), or by the head of *Glen Sligachan* and *Drumhain* (6 m.) to get a view of *Coruisk*, in the latter case retracing their steps into *Glen Sligachan*.

It is still necessary, we regret to say, to make a special bargain beforehand with the Skye boatmen.

A word of caution with regard to the last part of the journey—that between *Loch Coruisk* and *Sligachan Inn*—is not uncalled for. From the top of *Drumhain*, the col separating *Coruisk* from *Glen Sligachan*, there is a clear view all the way down the glen, and an apparently unbroken and unmistakable path. Consequently, tourists often linger till late on this wild vantage ground, admiring the close peeps which it commands into the wildest parts of the *Coolins*, and quite unconcerned about the rest of the walk, so plain does the path appear. When once, however, the bottom of the glen is reached, this track is found to be frequently interrupted by small patches of boggy ground, which defy the skill of the rough mountain-road maker, and afford after dark no trace whatever of the traffic daily passing over them. Then, should he fail to hit the track again on the far side of one of these patches, the tourist may wander on for hours through a veritable "slough of despond," and if the light of the *Sligachan Inn*, welcome as solitary, gleams through the darkness before midnight, he is more fortunate than many have been.

The formation is granitic, and the glen is like that of *Sannox* in *Arran* (*p. 181*)—only longer and worse.

With regard to the glen itself the following is extracted from the *Visitors' Book* at the *Sligachan Hotel*:—

"Did nobody ken
Sic an awfu' glen,
Wi' its mosses and mires and ridges;
But aint within
The *Sligachan Inn*,
We forget 'em 'a---a but the midges."

The Route.—The road from Broadford to Torrin passes through a poor, though by no means the poorest, part of the island. On the left are bare moorland undulations; on the right a pair of red, lumpy hills, outliers, but in no way representatives of the grand forms of the Coolins, which rise behind them. Then we pass the roofless old kirk and burying-place of *Kilchrist* ("Strath Kirk" on the map), containing amongst other monuments an elaborate screen erected in memory of sundry members of the Mackinnon clan, who had been carried thither one by one for their last repose. *Blaven*, perhaps the finest mountain in Skye, now comes into prominent view on the right, and the shores of *Loch Slapin* are soon reached near Kilbride. The lake has no special features except its numerous caves. The principal one is the so-called *Spar Cave*, on the western shore. The interest which this cave once derived from its stalactites has vanished, and it is now more comfortably omitted from the day's programme, especially as a grope through it involves the loss of valuable time.

Doubling *Strathaird Point* we have a fine view of the *Scur* of Eigg and the mountainous Rum, with Canna beyond it. Then, passing the islet of *Soay*, we enter Loch Scavaig.

Pedestrian Route *via* *Kilmaree*.—After crossing Loch Slapin (or being rowed down it to a point a mile short of Kilmaree) you take the road southwards, and then, after passing the entrance to Strathaird House and descending past the Free Kirk, cross a bridge and turn to the right—not by the side of the stream but obliquely, so as to gain the regular path, which avoids the bogs at the bottom by keeping along the hill-side. Where this path crosses the *col* (*abt.* 550 *ft.*) there is a landmark, beyond which a steep and rough descent leads to the flat strath at the head of the sandy little bay on which is the solitary little farm-house of **Camasunary**, amid a few acres of cultivated land. Here light refreshment may be had, and a boat probably be hired (*charge*, 8s.).

*** From **Camasunary** it is 8 miles direct along the depression under the almost sheer rocks of *Blaven* to the *Sligachan Inn*. Those who wish to *walk* to Loch Coruisk will find a narrow path from the far side of the stream at Camasunary, working round the steep and rocky headland at a considerable elevation above the sea. The distance is not more than 2 miles, but the walking is of the roughest description, and a little short of the end there is a place called the "**Bad Step**," where for a few yards the rocks shelve so steeply down as to render progress impossible except by a sharp ridge which must be taken sideways, with the feet across its edge and the back leaning against the rocks above. The sea is about 60 feet below. At low tide, we are told, the "Step" may be avoided.

Loch Scavaig, as seen by those who enter it from the open sea, approximates as nearly to the sublime in scenery as anything in Britain. Visitors who approach it from the northern, or land side, and see it from its head, can form little idea of its peculiar beauty, inasmuch as they have all the mountain part of the prospect either beside or behind them. Though many of the details belong equally to **Loch Coruisk**, which is only a quarter of a mile distant and occupies the same basin, so distinct a character is imparted to Scavaig by its more open position and the constant motion of the sea-waves, that the mind receives quite a different impression from the two lakes. The purity and brightness of the yellow sand which forms the bed of Scavaig causes its waters in sunny weather to assume a rich green hue, while the

constant breaking of the waves on the rocky shore gives it an air of life and vigour which contrasts strikingly with the unbroken repose of the waters of Loch Coruisk, grimly dark or softly blue, according as the Cuchullin peaks above are wrapped in cloud or basking in sunshine. In other respects we may conveniently include the two lakes in the same description. Coruisk occupies, as it were, a deep recess in this beautiful chamber of Nature; Scavaig forms the threshold; the walls are the same towering hypersthene rocks, not without scattered patches of verdure, but so steep as only here and there to afford a footing for the most adventurous of climbers, and shooting up into all manner of shapes, which together form the most fantastic sky-line in the country. For all that, the Coruisk of Turner, as it appears in editions of Sir Walter Scott's poems, bears no resemblance to the real lake, and even the established licence of a great poet can hardly excuse such rash statements as are made in the well-known lines—

“The wildest glen but this can show
 Some touch of Nature's genial glow;
 On high Ben More green mosses grow,
 And heath-bells bud in deep Glenceroe,
 And copse on Cruchan-Ben;
 But here, above, around, below,
 On mountain, or in glen,
 Nor tree, nor shrub, nor plant, nor flower,
 Nor ought of vegetative power
 The weary eye may ken.
 For all is rocks at random thrown,
 Black waves, bare crags and banks of stone,
 As if were here denied
 The summer sun, the spring's sweet dew,
 That clothe with many a varied hue
 The bleakest mountain side.”

These lines, and the wood-cut accompanying them, presumably made to match, have been the key-note to almost all descriptions of Loch Coruisk. As a matter of fact, the tourist may easily walk all along the side of the loch, gathering wild flowers as he goes; he may comfortably bathe in it, and we have ourselves gathered beech-ferns among the surrounding rocks. “Cruchan-Ben” has far less vegetation in its upper regions, while in comparison with the higher part of Ben Nevis, the basin of Loch Coruisk is a veritable “Garden of Gùl.”

The so-called “*Mad Stream*” is also to a great extent imaginary. It falls into Loch Scavaig near the landing-place and to the west of the stream which connects the two lochs. Only after heavy rain do the waters descend with any impetuosity.

Landing on the rough ground between the two lakes, we proceed by a path which climbs above the eastern end of Loch Coruisk, and commands a full view of its expanse and its rock amphitheatre. Here, in fine weather, is the best place for the mid-day halt, after which we may resume our climb, rough but not very long, to the summit of the *Drumhain col* (1,050 ft.), leaving *Loch Dhu*—a small tributary water of Coruisk—on the left.

Hence, by walking along the ridge to the left for about 20 minutes, we may obtain a fine view into *Hart o' Corry*, the wildest recess among the Coolins. Being more shut in than its rival, Corry-na-Creich, on the north side of the same hills, it presents a more complete picture of gloom and desolation. Round it are the deep-scored precipices and jagged pinnacles extending from *Scur-na-Gillean* on the right to *Bruch-na-Fray* on the left, and from its basin issues the stream which flows through Glen Sligachan.

From the top of Drumhain the path may be traced apparently all the way down Glen Sligachan, but, for reasons before given, its appearance is deceptive: "Trust it not; it is fooling thee;" and do not linger on Drumhain so as to have less than 1½ or 2 hours of good daylight for the rest of the journey. The descent into the glen is steep, and at the bottom of it you join the path from Camasunary near a small loch. The rest of the way is rough walking, and unpleasant after a "posh." *Scur-na-Gillean*, with its graceful peak, somewhat resembling a crocketed spire, monopolises the left side of the valley. *Blaven* presents a magnificent appearance to the south, and on the right we pass successively the smooth red slopes of *Marscow* and *Glumaig*.

The **Sligachan Hotel** standing isolated from other habitations at the head of the rather mournful-looking *Loch Sligachan*, and at the junction of the Portree, Broadford, and Dunvegan roads, is a capital house, and smacks more of the genuine Boniface, and less of the "la-di-da" flavour than the majority of such places in Scotland. *Post arr. abt. 7.30 p.m.; desp., 7.20 p.m. Tel. Office (8-8; Sun., 9-10) adjoining hotel.*

Sligachan is to Scotland what Wasdale Head is to England and Penygwryd was to Wales—the climber's Elysium.

Portree.

Hotels.—*Royal* (good class), overlooking the harbour; *Portree, Caledonian*, in the street leading away from the harbour; *Marine Temp.*, a smaller house close to the pier.

Mail Steamer (from Kyle of Lochalsh) arr. abt. 4.30 p.m.; dep. abt. 7.15 a.m. For other steamers to and from Oban, Gairloch, Ullapool, Lochinver, Stornoway, Dunvegan, and the Outer Hebrides, see yellow sheets.

P.O. box closes abt. 6.15 a.m.; Del. abt. 7.30 p.m. **TEL.-OFF.**, 8-8; Sun., 9-10.

Mail-cars to Dunvegan (24 m., 5s.), abt. 7.45 p.m., returning 5 p.m.: to **Uig** (15 m., 3s. 9d.) abt. 7.45 p.m., returning 3 a.m.; to **Sligachan** (9½ m., 2s. 6d.) abt. 7.30 p.m., returning 9.25 p.m.

Portree (the "King's Harbour"—so called from a visit of James V.) is considerably the most considerable place in Skye, containing fully 1,000 inhabitants. It consists of a harbour frontage, one short street leading out of it, and an incomplete square. The hotel accommodation has been much improved of late years, and the charges are not unreasonable. The village has no beauty in itself, but it is prettily situated at the head of and some way above the harbour. The immediate environs are sparsely wooded, but a rocky knoll on the south side, from the foot of which bathers may enjoy a good plunge, is covered with trees. The entrance to the

harbour is flanked by two steep green hills, and the island of Raasay limits the eastward view. As we enter the harbour on a moonlight night the encompassing hills cast intensely dark shadows over it, but by day-time the softer aspects of the scene go far to remove the impression of gloom.

Portree is the best centre in Skye for carriage-people, and pedestrians will find it the only suitable starting-point for the Storr Rock. The boat excursion to Prince Charles' Cave in the Sound of Raasay is also a favourite one. For Loch Coruisk Broadford is a better starting-point, but public conveyances leave Portree for Sligachan (10 *m.*) every morning, returning at night after allowing fair time for the excursion on pony or foot to that lake and other favourite scenes among the Cuchullins. There is also a daily mail-cart to Dunvegan (22 *m.*), but the journey is across a very dull and dreary country, and the last part is done in the night.

The pleasantest stroll in the immediate neighbourhood of Portree is along the north shore of the harbour to the summit of the hill called **Essie** (1,025 *ft.*), which overlooks its entrance. Hence is a fine view of the mainland as well as of the Cuchullin hills and the Storr Rock. The walk will take about two hours. The route is unmistakable. Notice the waterfall on the way, close to Portree.

Excursions from Portree.*

Portree to Prince Charles' Cave (by boat), 5 *m.*; minimum charge for a boat, 10*s.* A bargain should be struck before starting.

There is nothing really worth seeing in Prince Charles' Cave itself, and the climb up into it is dirty and disagreeable. An inspection only gives evidence of the sorry plight the Prince must have been in when he made it his home for some time after the fatal day of Culloden. The row along the coast to it, however, is a very interesting one, though the view is narrowed to the width of the Sound by the adjacent hills all the way. The *Cave*, blocked by a stone and bearing an inscription outside, lies to the north of the harbour and on the way to the foot of the Storr Rock, to which point the boat may be taken on, but the ascent from the shore is a very severe one.

Portree to Sligachan and Loch Coruisk.—Portree to Sligachan (coach), 10 *m.*; Camasunary (pony), 18; Loch Seavaig, (boat), 21; Loch Coruisk (foot), 22; Foot of Drumnahin (Glen Sligachan), 25; Sligachan (pony), 30; Portree, 40.

Pony from Sligachan to Coruisk, 6*s.*; guide, 5*s.*

Sligachan is amply supplied with milestones with nothing on them.

Public wagonettes leave Portree after breakfast for Sligachan, returning in the evening. Return fare, 5*s.* Pony and guide to Camasunary, 13*s.* Boat from Camasunary to Seavaig, 10*s.* Pony and guide to Coruisk by Drumnahin, 11*s.*

Loch Coruisk may be reached direct from Sligachan by leaving the Camasunary train about half-way, and crossing the Drumnahin col to the shores of the lake. Stiles from Sligachan, returning by the same way; by this route, however, the picturesque and impressive entrance to Loch Seavaig is missed, and, to see Loch Coruisk properly, the whole of Drumnahin has to be climbed in going and nearly the whole in returning.

* For ascent of the **Storr Rock** see p. 312; **Sgùrr-na-Gilleann**, p. 308.

The Route.—There is nothing calling for special comment on the way from Portree to Sligachan Hotel (p. 270). The road ascends during the first part of the journey and descends sharply during the latter, affording fine front views of Glen Sligachan and its surrounding mountains, including Scur-na-Gillean, and retrospective ones of the Storr Rock. *Sligachan Hotel*, p. 263.

Sligachan Inn to Corry-na-Creigh (pony-track) 5 m. Pony, 6s.; Guide, 5s.

Corry-na-Creigh is second only to Hart o' Corry among the wild corries of the Cuchullins. It is approached by following the westerly road from Sligachan for a few yards and then striking off to the left. The rest of the way is by a narrow track to the right of a burn and across a rough moor. The corry opens on to this moor from a grand mural semicircle of hills of which the principal is *Bruch-na-Fray*. The name *Corry-na-Creigh* signifies the "hollow of the booty," or, it may be, "march" or "boundary," from the spot having been a rendezvous for the wild cattle driven there by freebooters. Four or five hours should be allowed for the expedition.

Sligachan to Struan Inn (Loch Bracadale), 14 m.; and **Dunvegan**, 25. Carriage and pair (including driver), 42s.

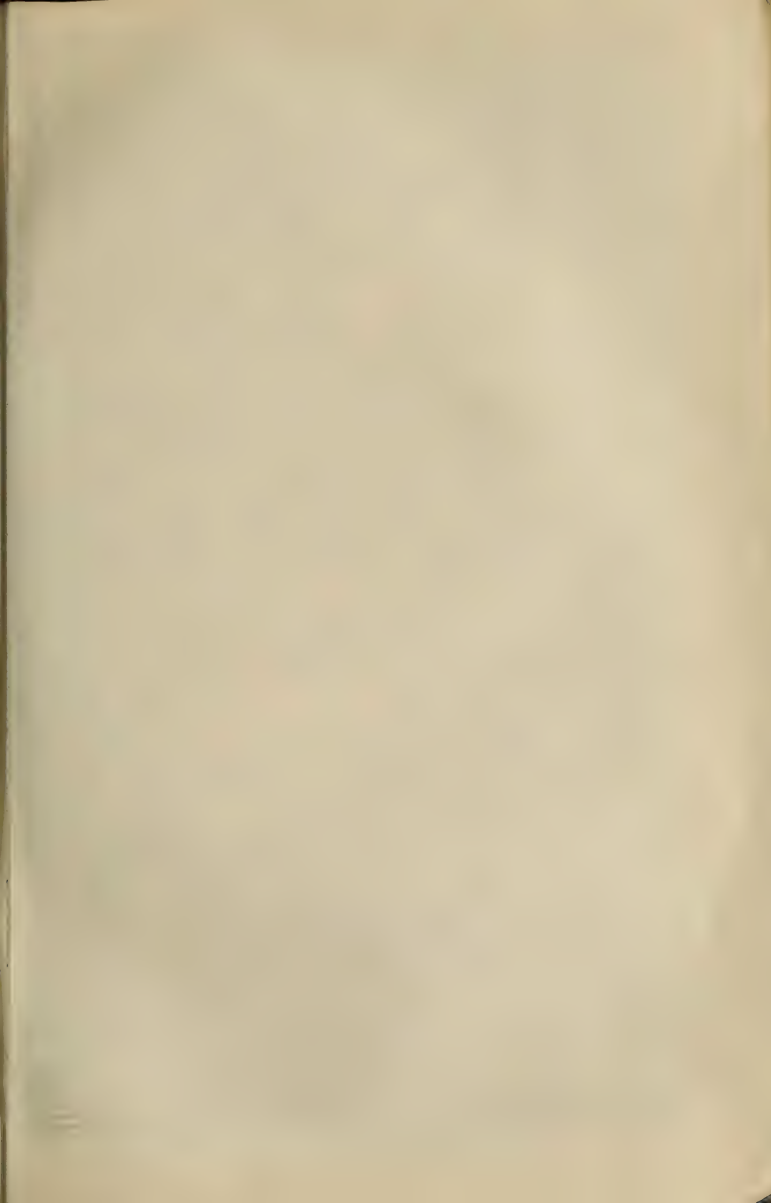
This is a far more interesting route to Dunvegan than that from Portree (p. 271). It is fully described the reverse way on p. 323. Ascending from Sligachan, we have a fine view of the Coolins, after which we drop to Drynoch, with the famous *Talisker Distillery* at the head of Loch Harport on the left. Thence, as we zigzag up to the highest point on our route—500 feet—a grand view of the Coolin range is disclosed, and our road takes us round the little Loch Struan to *Struan Inn*, rising again from which we look across **Loch Bracadale** (mail-boat between Oban and Outer Hebrides calls 6 times a week: "Dunara Castle," at Struan, once a week. See yellow pages), to *Macleod's Maidens*, three basaltic stacks rising sheer out of the water. Here, and at Talisker Head, the rocks rise to a great height. The rest of the way is across the Isthmus of Durinish to **Dunvegan** (p. 322).

At *Sligachan* we leave Loch Sligachan and the road along its south side to Broadford (15 m., an interesting drive along the sea-shore), and enter at once the rough pony-track up *Glen Sligachan*, one of the wildest valleys in Scotland, and a portion of Lord Macdonald's deer forest. The tourist who has a little time to spare may with interest follow the course of a little burn on the left for half-a-mile or so, looking down the deep rude ravine through which it flows. On warm evenings beware of midges!

Glen Sligachan is bounded by *Scur-na-Gillean* on the right for the first four miles, while on the other rise the smooth, steep and red slopes of *Glamaig* and *Marscow*. The former is as regular in its contour as if it consisted of sand dropped from a gigantic hour-glass.

The path is here and there broken by little green patches of bog, but there is no difficulty in following it. Before the col is reached separating Glen Sligachan from the Camasunary water, and just beyond the entrance to Hart-o'-Corry, the direct path to Coruisk, over Drumhain, is seen climbing the hill on the right. The Camasunary track continues between the splendid rock-front of *Blaven* and two small lochs, beyond which is a small level area, varied with a patch or two of oats, and the farm-house of **Camasunary** close to the sea-shore.

Pedestrians with a tolerable nerve may walk the 2 miles from Camasunary to Loch Coruisk by crossing the stream and following a rough track round the





rocky promontory which separates Camasunary from the picturesque arm of Loch Scavaig. The track climbs high up above the sea and in one place a narrow edge of rock has to be crossed after the manner described on page 268.

Riders who take a boat at Camasunary will do best to meet their ponies again at the foot of Drumhain in Glen Sligachan. The walk to this place from the Scavaig landing-place is rough and rather steep in places, but the distance, which is not more than 3 miles, is easily accomplished in from 1½ to 2 hours. *For a complete description of Loch Coruisk, and the return route to Sligachan, see p. 269.*

Portree to Quiraing and back.

Portree to Uig, 15 m.; Quiraing (foot of), 21; Staffin (late Steinscholl) Inn, 24.

Conveyances to Uig every morning after breakfast. *Return fare, 9s.* Ditto Uig to Quiraing, in connection, 5s. Pedestrians should ride to Uig. *Mail-car, p. 270.*

A good dinner is provided at Uig Hotel, at which, as well as Staffin, travellers may find comfortable quarters for the night.

The journey may be extended by taking the circular coast-route from Uig by Duntulm Castle (*about 17 m.*), the road along which is much more interesting than between Portree and Uig. Pedestrians may also return from Staffin to Portree by a path leading over the level of the lower cliff and passing close under the Storr Rock (*see below*).

The Route.—For the first half-dozen miles the road presents absolutely no feature of interest. On the right the ground, clothed with rank grass and heather that flowers but feebly, rises gradually to the line of the upper cliff, the eastern and unseen side of which forms the headlong precipices of the Storr Rock. This tract is intersected by numerous lateral valleys, in which are more than one “bothy” hamlet, occupied by the real *aborigines*. Presently, after passing the divergence of the Dunvegan road, we reach *Loch Snizort*, close to the narrowest part of which and about nine miles from Portree, was once *Kingsburgh House*, where Prince Charles found brief shelter under a real roof—Flora Macdonald’s—during his wanderings after Culloden. Here, too, 27 years afterwards, his chivalrous protectress, who had in the interval subsided into a comfortable matron, entertained Johnson and Boswell.

The road now ascends a longish hill, from the top of which the view across Uig Bay and over the sea to the distant hills of Harris is some atonement for the dreariness which has hitherto characterised our route. **Uig** (the “corner,” or “nook”—a very appropriate name) is a pleasant little village, with all the modern conveniences of post and telegraph offices. The steamer “Dunara Castle,” from Glasgow, which takes the west side of Skye, calls here once a week.

Coast Route (17 m.: *Wayside Inns* at Kilmuir, 6 m.: Kilmaluag, 11). The road from Uig to Duntulm Castle rises a little rapidly and passes in about 7 miles the village of *Kilmuir*, where is Flora Macdonald’s grave, in a deserted Highlands I.

looking burying-ground up a lane on right. There is a huge modern monument to that heroine. *Duntulm* itself occupies a bold rocky position, somewhat similar to that of Dunluce Castle (9½ m.) on the Antrim coast, between Portrush and the Giant's Causeway. It consists of bare walls, and in former days was the principal residence of the Macdonalds. The road thence to Staffin (late Steinscholl, which is off the road, and not touched in the round) affords fine views over the sea to the mainland, and presents a good opportunity of inspecting the wonderful basaltic formations which mark this portion of the Skye coast. It passes (14 m.) *Flodigarry House*, inhabited by a descendant of Flora Macdonald, and then between Quiraing and Loch Staffin (see p. 325). The road is bad from Flodigarry to the foot of the Quiraing.

The road from Uig to Quiraing makes a very sharp angle, and ascends very steeply inland near a small burn. Pedestrians cut off the corner. In about 5 miles passengers leave their conveyances and pursue a grass-track which leads to the centre of Quiraing. Any number of young urchins are at hand to act as guides and to assist short-winded tourists who may feel parts of the walk too steep to accomplish unaided.

Quiraing (*Cuith-fhir-Fhinn*, "recess of the men of Fingal") is perhaps, the most eccentric piece of scenery in the kingdom, and as such it will always command a constant flow of visitors during the season. As to its real merits from a picturesque point of view, we must leave the tourist to judge for himself. We have seldom heard two consecutive opinions alike. It consists of an assemblage of rocks of almost every conceivable shape, from a flat table to a sharp needle. The fresh verdure which, as at the Storr Rock, fills up all available interstices, is a really beautiful feature, not brought out in photographs; but the rocks themselves are apt to disappoint those whose expectations are raised by pictorial art. The material of which they are composed, technically called amygdaloidal trap, has a black crumbly appearance, suggestive of cinders or the "slag" of a mining district, and has neither colour nor solidity to recommend it. The *Table*, flat and grass-grown at the top, rises inside a ring of these heaps—giants, as they might be, sitting round. Westwards, a continuous line of rock close at hand prevents any distant view, but to the south and east strips of sea and land are seen through the openings between the rocks, extending far away down the island, and across to the mountains of the mainland.

From the *Staffin Inn*, 3½ miles further, boats may be obtained, and the columnar rocks ("staves") which surround *Loch Staffin* seen to advantage. A picturesque waterfall, very conspicuous from the sea, descends from the top of the cliff, 2¼ m. S.E. on the coast-track to Portree.

The return journey to Portree calls for no comment.

Staffin Inn to Portree by coast-track, *abt.* 17 m. This route used to have a bad reputation for Skye bog, and the writer has not himself travelled it further north than the spot marked "Red Gate" on the map. A correspondent, however, kindly writes that it is a "well-defined and firm footpath." In any case, let the traveller beware how he loses it. It commands fine views across the sea to the mainland, and strays very little from the coast until it passes in 10 miles under the pinnacles and precipices of the Storr, whence it is hard to follow here and there, but is described in the "Ascent of the Storr" (p.

312). If darkness comes on you are sure to lose it a mile or two short of Portree. Six miles on the way we pass above the recently developed Diatomite (French Clay) Works, which reach down to the shore.

Portree to Dunvegan, 23 m. *Inn, Edinbane*, 14 m. *Mail-cart every afternoon, 5s., arriving very late.* There is nothing to recommend this route till you reach Dunvegan itself, where the Castle, mixed old and modern, is picturesque in itself and in its position, a mile north of the hotel. For description see p. 322.

The steamers "Dunara Castle" and "Hebridean" call at Dunvegan weekly, and there is a daily mail-boat from Oban, as well as a tri-weekly one from Portree by the outer islands. See *Yellow Sheet and MacBrague's Time Tables.*

Portree to Inverness, by Kyle of Lochalsh.

Portree to Broadford (steamer), 20 m.; Kyle of Lochalsh 28; Achnasheen (rail), 64; Dingwall, 92; Inverness, 110.

Fares:—Portree to Kyle of Lochalsh, cabin, 5s.; steerage, 2s. 6d. Kyle of Lochalsh to Inverness, 13s. 8d., 6s. 10d.

Mail-steamer every week-day morning abt. 7.15. Ref.-rms., at Kyle of Lochalsh, Achnasheen, and Dingwall.

Route fully described reverse way, p. 165.

Nothing can be finer than the all-round prospect during the voyage from Portree to Kyle Akin. As we sail through the *Sound of Raasay*, passing the beautifully verdant grounds of Raasay House, Blaven rises in front and Scuir-na-Gillean peers over the hills on the right. The route then passes between the islands of *Raasay* and *Scalpa*. The trio of pyramidal summits far away in front beyond the latter are the mountains of Kintail at the head of Loch Duich,—Scour Ouran amongst them. After rounding Scalpa we touch at **Broadford**, and then steer straight for Kyle of Lochalsh. The Storr Rock bounds the view to the north, rising over Raasay and to the right of the singular table-topped height called Duncan Hill. On the left front are the mountains of Applecross. The entrance to *Loch Carron* on the left is very fine. Then we enter the straits, calling at the village of **Kyle Akin** (right), and at once crossing to **Kyle of Lochalsh**, (p. 263) walk a few yards from the pier to the railway platform (*Ref.-rms.*). The line (p. 169) after skirting the south shore of Loch Carron and passing the old terminus at Strome Ferry ascends *Glen Carron*, passing on the way the shooting-lodge of Lord Wimborne at *Achnashellach*. Thence it rises to **Achnasheen**, where the coach-road from Gairloch by Loch Maree converges. The scenery for the next 10 miles or so is dreary and uninteresting. Then, crossing the rapid stream which issues from Loch Fannich, we descend to *Loch Luichart*, a pretty sheet of water with wooded shores, beyond which the railway crosses another short length of moorland. At **Garve** the coach-road from Ullapool converges on the left. *Loch Garve* is then passed on the same side, and *Strathpeffer* appears some way below on the right. On the left are the slopes of Ben Wyvis. At **Dingwall** the main Highland line from Wick is joined, and between Ding-

wall and Inverness the railway passes through a rich, arable district, crossing the *Conon* and *Beauly* rivers, and skirting the head of the Cromarty Firth and the south shore of Loch Beauly. For **Inverness** see page 154.

Portree to Gairloch, Loch Maree, and Achnasheen.

See *Yellow Sheet*.

Portree to Gairloch (steamer), 30 m. Gairloch to Loch Maree Hotel (Talladale), 10 m.; Kinlochewe (Hotel), 19; Achnasheen, 29.

Steamer (from Oban for Gairloch) leaves Portree Tu., Th., and Sat. afts.; "Claymore" about midnight on Fridays.

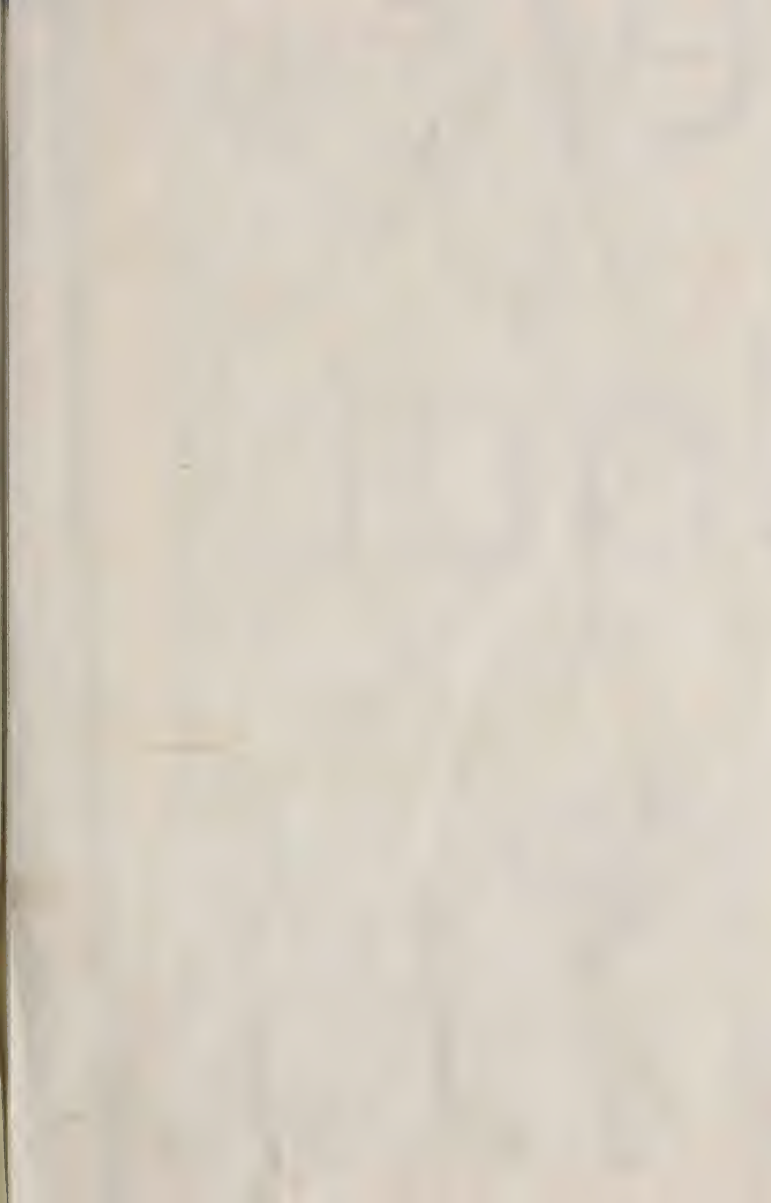
Coach every morning from Gairloch to Achnasheen, reaching Achnasheen in time for the afternoon trains in both directions. Through to Inverness, 1st class, 16s. 9d.; 3rd class, 13s.

There is also a delightful alternative route from Gairloch by coach to Tollie; s.s. "Mabel," up Loch Maree to Rhu Noa; thence coach to Auchnasheen (see "Scotland II." and yellow pages).

The sail occupies about two hours and presents fine views on both sides. Issuing from Portree Harbour we proceed through the *Sound of Raasay* with the island of that name on the right, and passing on the opposite side *Prince Charles' Cave*—a narrow opening close to a diminutive streamlet—and the foot of the *Storr Rock*. Then the low rocky islet of *Rona* is passed on the right, and *Loch Staffin* and the *Quiraing* rocks appear some way further north on the receding shore of Skye. After passing the lighthouse at the north end of *Rona*, the entrance to *Loch Terridon* is seen on the right, but the upper reach of the lake, from which it derives its reputation for scenery, is not visible. *Slioch* rises in the distance, *Ben Alligin* nearer at hand. A few miles further we enter the **Gairloch** ("short lake") and disembark nearly a mile from the hotel (first-class).

Gairloch and its surroundings and the route from it to Auchnasheen, taken the reverse way, are described on pages 167, 168, and with much greater detail in our "Northern Highlands"—"Scotland, Part II." Here we give a brief summary.

Quitting Gairloch, the road passes the entrance to *Flowerdale* and through a little pass into *Kerriesdale*, which contains a lovely little group of waterfalls on the right. Hence it climbs to a low col, from the summit of which a glorious view of **Loch Maree** and its islands bursts suddenly on the eye. The shores of the lake are reached at *Talladale*, where the **Loch Maree Hotel** is beautifully situated. Then for a while the shore of the lake is left and a rather dull flat crossed, but the road resumes its beauty at the *Bridge of Grudie*, beneath which a burn descends from the wild recesses of *Ben Eay*. *Slioch* displays his boldest front on the far (N.) side of the lake, 2 miles beyond whose upper end, *Rhu Noa*





(steamer-pier), we reach the **Kinlochewe Hotel**. For Routes thence, see page 167. During the rest of the way to Achnasheen (good hotel) the view is entirely retrospective, and for the last few miles beyond the head of *Glen Docherty* the characteristic "water-shed" dreariness is relieved by the shooting-lodges of Loch Rosque and Ledgowan. For the route hence to **Inverness**, see p. 165.

Portree to Stornoway.

- (1) *Direct*, 60 m.
- (2) *By Ullapool* (60 m.), and *Lochinver* (95 m.), 140 m.
- (3) *By Poolewe* (45 m.), and *Aultbea* (50 m.), 90 m.
- (4) *By Gairloch* (30 m.), 75 m.
- (5) *By Lochmaddy* (60 m.), and *Tarbert* (90 m.), 130 m.

Mr. MacBrayne's steamers ("Clansman" and "Claymore") make this run twice a week (Tu. and Fr., nights, see *Yellow Pages*), generally calling at various ports on the way: -Ullapool, Lochinver, Gairloch, Aultbea, Poolewe, once a week. By far the most interesting of these détours is that by Ullapool and Lochinver. By Gairloch, Aultbea, and Poolewe, little is to be seen to greater advantage than from the direct route. On Saturdays in July and August, the Kyle-of-Lochalsh and Portree boat usually runs on to Lochinver, returning early on Monday morning.

(1) **Direct**. This is about the same as the Gairloch route (p. 276) till the Storr Rock is passed. Soon afterwards the coast of Skye recedes, the Quiraing being passed at a distance of about 7 miles, too far to appreciate the beautiful rocks about Aird Point. The next land lying near the track is the basaltic **Shiant Isles**, half-way between Portree and Stornoway, and said to belong to the same ridge as Staffa and the Giant's Causeway. **Stornoway** lies on a low isthmus and presents no striking feature, unless it be the modern Castle, as we approach it.

(2) **By Ullapool and Lochinver**. The steamer-track, after passing the Storr Rock, is about midway between the Stornoway direct and the Gairloch routes; too far from Loch Staffin and the Quiraing to admit an inspection of their details. As a set-off, we have a fine longitudinal panorama of the Ross and Sutherland mountains, best comprehended, however, afterwards in crossing to Stornoway. The first prominent group is that between Loch Torridon and Loch Maree, in which the peaks of Ben Alligin and the ridge of Baeish-ven, with the commanding crest of Ben Slioch on the far side of Loch Maree are conspicuous. The coast for several miles inland is at first very tame—chiefly notable for a long gradual slope, as even as a back-board at a ladies' school, rising from the southern shore of the *Gair Loch*. Beyond this come the entrances to *Loch Ewe* and *Loch Gruinard*, north of which the mountains come much nearer to the coast, *Sail More*, forming the arc of a circle, and Ben Ghobhlach being conspicuous on either side of the deep-set *Little Loch Broom* just before we enter (big) **Loch Broom**, which is finely flanked on the north side by *Ben More Coigach*. On a sandy promontory

some way up the inner reach of this loch stands **Ullapool** * (Hotels:—*Caledonian, Royal*; Coach every weekday in connection with mail-train at Garve (32 m.) abt. 1.30), which, though only a village, is the chief place of resort in that most eccentric dot-and-go-one county, Cromarty. Thence issuing from the loch, we repass Ben More on the right and, skirting the *Tanera* and *Summer Isles*, enter the little inlet of **Loch Inver** at the north of *Enard Bay*. The *Culag Hotel* is close to the pier. It was formerly a seat of the Duke of Sutherland. Beyond it lies the pleasant-looking little village. The hills immediately around are of slight elevation, but a few miles inland the wide moorland is broken by some of the most isolated and singular-looking peaks in Scotland. Chief amongst them is *Suilven*, the "Sugar Loaf," which to the eye appears perfectly insurmountable. It is, however, sometimes climbed. Its fellows are *Canisp*, to the left, and *Coulmore* and *Coulbeg* further south.

* * * For a full description of Ullapool and Lochinver and land routes from them see "Scotland, Part II., Northern Highlands," 3s. 6d.

Starting from Lochinver or Ullapool,—the captain calls at which he likes first,—we cross the *Minch* direct to Stornoway. As we get fairly out to sea, should the atmosphere be clear, a rough broken line of mainland mountains rises behind us, extending from near Cape Wrath to Gairloch and Applecross,—such an array as can, perhaps, nowhere else be seen in Britain. In front the peaks of *Harris* grow more and more distinct to the eye, and southward the north coast of Skye with the now familiar outline of the Storr Rock bounds the view. Stornoway lies low, and there are no high hills to mark its locality. As, however, we draw near enough to it to distinguish separate objects on the shore, we shall probably find a strong detachment of natives awaiting our arrival—a ragged, ruddy-faced assemblage, red as the boiled lobsters in which they trade, or their sunsets of which we have read so much, and, alas! seen so little. Strangely at variance with their rough unshorn exterior is the smooth softness of their speech.

(3) **By Aultbea and Poolewe.**—This diversion calls for no description. It skirts the low-lying shores near the Gair Loch, to which we have already called attention, and then strikes straight across to Stornoway.

(4) For the **Gairloch Route** see p. 276.

* This beautifully situated village is making a praiseworthy effort to attract the attention which it deserves. A railway from Garve would open up one of the most beautiful districts in the north of Scotland.

Stornoway.

Mail-steamer arr. from Kyle of Lochalsh, daily (*except Sun.*) abt. 8 p.m. Starts back 11 p.m. (*except Sats.*). Del. abt. 9.20. Box closes 10.30 p.m. (del. in London 8.15 a.m. next day but one).

Tel. Off. open 7.30—9.

(**Hotels, Imperial, Lews, Royal; Episc. Church**) is by far the most important place in the Hebrides, and has made considerable advance in civilisation during the last few years, having shown a greater amount of public spirit than the generality of Scottish towns which lay themselves open for the reception of tourists. It can now boast of suburban roads and villas and several neat churches; also the Nicholson Institute with a fine clock-tower. The visitor whose stay is limited to a few hours may wander about promiscuously, and if it be a clear summer night on the outskirts, transport himself in fancy to the genial clime of the Sunny South. Not quite so if he happens to take his walk along the quays during the herring season—May and June. Its own herring-fleet numbers about 700 boats. The hotel accommodation is not what is called "first-class," but on an island whose inhabitants, till 20 years ago, resented the introduction of chimneys as an encroachment on their domestic comfort and means of livelihood, the fastidiousness of the modern tourist, who, as a rule, expects to live in twice as fine style when he is out as when he is at home, cannot expect to be gratified. The Imperial is the chief hotel. These three hotels are the only licensed houses in the island, and strong, but happily, so far, ineffectual, efforts are annually made to deprive them of their licenses. The Lews people are not by nature of a lively disposition, any more than their country is of a cheerful aspect. With enforced teetotalism, the island would be to most visitors a mausoleum.

* * * The late Sir James Matheson and his Lady, assisted by the steamboat proprietors, have been the chief civilisers of the Lews. Her Ladyship, we were once told by a resident minister, greatly prejudiced her popularity among the tenantry, by supplying their houses with chimneys. There was a reason for this. The Lews "crofter" re-thatched his bothy once a year, and the old straw, thoroughly impregnated and rotted with its twelve months' dose of carbon from the hearth below, made excellent manure.

Perhaps no writer of fiction ever waved the fairy wand of fancy more fascinatingly than the late William Black. To his lively imagination Stornoway and the Lews generally owe a magnetic attraction which, though it would be churlish to try to shift the needle altogether, the matter-of-fact guide-book writer is bound to accept with considerable reservation. We, too, standing on the topmost heights of Skye, have seen sunset streaming over the wild western sea and kindling into short-lived flame the mountain peaks of Harris, while the lower heath-lands of the Lews floated aerially and, as it were, in a soft transparency on the flushed expanse of waters, but—we have seen such sights from other vantage points of our sea-girt land, and writing of Stornoway, we must describe it as it appears to the visitor ninety-nine times out of a

hundred, merely giving it the advantage of a fine day. From this prosaic point of view, Stornoway itself is, except for its fine natural harbour, an uninteresting town with but little to detain the tourist either in itself or its vicinity. Those who visit it simply for the sail, regardless of business or sport, usually march away from the steamer up one or other of the two sea-fronting streets, and then after going through a kind of quadrille,—“up and down, cross and recross, lady’s chain, &c.”—meet again to ask, with more interest than before, what time the steamer starts back. If it be Wednesday’s boat, the time will very likely be short, counted by hours, but the other weekly boat, arriving some time on Saturday, does not get up steam again till Monday afternoon.

The population of Stornoway is about 4,000, mostly fishermen “to trade.”

A few hours are best spent in the neighbourhood of the **Castle** (Donald Matheson, Esq.), a modern building in the Tudor style, built on elevated ground at the east end of the bay, and the only edifice of any note in the neighbourhood. The grounds have to a great extent been planted with trees and shrubs, protected from the furious Atlantic winds by the low barrier of hills which cuts off Stornoway from the rest of the island. Visitors are kindly admitted to the grounds and conservatories.

Stornoway to Garrynahine and Callernish, 30 m. there and back. Carriage-road. Mail waggonette Tu., Th., and Sat., returning same day.

For those who have a day to spare at Stornoway this is the best expedition. It may be continued, by adding one or two days, to *Calloway*, *Barvas*, and the *Butt of Lews*, along a road skirting the west shore of the island, but to most tourists one day of the characteristic scenery of the Lews will be sufficient. The absolute treelessness, the long undulating areas of stunted heath and bog, and the lack of picturesque or definite outline make it a land of real pleasure to the sportsman only.

Quitting the town, we turn left out of the north road to Barvas in about a mile, and some way further we leave the south road on the left, passing, on the same side, as we ascend, the loch which supplies Stornoway with water, and very soon reaching the highest point on our route. Hence, with gentle undulations over the higher ground, we proceed some miles until a descent is made to the other side of the island. During the rest of the journey we have a wide and boggy wilderness on the left, dotted with countless lakelets and backed by the loftier hills which rise to the south of *Loch Roag*. The **Garrynahine Inn** (*Temp.*; 13 m. from Stornoway) is a surprisingly good one, considering its remoteness,—a fact which may be accounted for by the number of “goodlye salmons” to be caught in the neighbouring stream by sportsmen residing at it.

The **Stones of Callernish** are two miles beyond the inn, on a mound overlooking Loch Roag. They do not run so large as those at many similar remains in Britain,—notably Stonehenge and Avebury,—but they are more numerous, and sufficiently uninterfered with to mark the cruciform shape of the temple. In the centre is a circle containing the principal stone, upwards of 15 feet high.

William Black calls these stones *Tuivsachan*, “stones of mourning,” and adds that the name given them by the islanders is *Firbhreige*, “false men.”

The return to Stornoway is by the same route.

Barvas (or “Barabhas”), principally known through the interest attached to the “Princess of Thule,” is 13 miles N.W. of Stornoway. In the neighbourhood are more or less tumble-down old brochs, like those of Mousa and Gleneig (*p.* 258).

Stornoway or Gairloch to Portree, Kyle of Lochalsh, and Oban.

Gairloch to Portree, 30 m.; 2 hours—(*Stornoway to Portree*, 60; 5 hours;) *Broadford*, 50 (the daily mail-boat, Sats. excepted, leaves *Stornoway* abt. 11 p.m., and sails direct to *Kyle of Lochalsh*, arr., 4-5 a.m.); *Balmacara*, 60; *Glenelg*, 65; *Armadale (Skye)*, 80; *Tobermory*, 117; *Oban*, 145.

Fares (by fast steamer):—*Gairloch to Portree*, 6s.; *Kyle of Lochalsh*, 10s.; *Balmacara*, 13s.; *Mallaig*, 15s.; *Tobermory*, 21s.; *Oban*, 25s. *Steerage about half-price.*

(*By mixed passenger and cargo boat*):—*Stornoway to Portree*, 6s.; *Balmacara*, 10s.; *Tobermory*, 17s. 6d.; *Oban*, 21s.; *Glasgow*, 30s.

These routes have been so fully described in the outward journey (p. 252) that we shall only pause to note down the chief points of interest on the return.

From *Stornoway* the steamer-route passes the basaltic *Shiant Islands* on the right, and converges with the *Gairloch* track after reaching the coast of *Skye*. Much closer views are afforded of *Quiraing* and *Loch Staffin* from the former than the latter course. The *Storr Rock* and *Prince Charles' Cave* are equally well seen from both. Between **Portree** and *Broadford* we sail through the Sound of *Raasay* and to the left of the Island of *Scalpa*, obtaining a succession of glorious mountain views. *Blaven* appears in all his majesty in front, and the sharp peak of *Scur-na-Gillea*n is seen from various points. After leaving **Broadford** the *Storr Rock* re-appears over *Raasay* in the rear, and a fine view across to the entrance of *Loch Carron* and the mountains of *Applecross* and *Loch Alsh* opens up on the left. The three pyramid-shaped summits, which we first see a long way ahead before reaching *Broadford*, are the mountains at the head of *Loch Duich*,—*Scour Ouran* amongst them. Behind *Broadford* is a chain of huge red and lumpish-looking heights, which for a time obscure the far more beautiful *Cuchullin* range. The latter, however, soon re-appears over the miserable-looking tract of boggy moor which, redeemed only from utter desolation by a border of cultivated land along the shore, stretches from sea to sea in this part of *Skye*. Passing through **Kyle Akin and Kyle of Lochalsh** (p. 263) with its picturesque lighthouse and castle, we enter the almost land-locked *Loch Alsh*, whence, after calling at **Balmacara**, we sail out again through the narrow and lonely-looking strait of *Kyle Rhea* into the Sound of *Sleat*, turning hard a-port as we approach **Glenelg**. This is perhaps the most impressive part of the voyage. (*For a description of Balmacara and Glenelg and the routes thence to the Caledonian Canal, see pp. 257-262.*)

From *Glenelg* we cross the Sound to *Isle Ornsay* (a calling-place with some of the steamers only). Again the *Cuchullins* appear on the right, and the outer reach of *Loch Hourn*, over-

looked by the solemn and stately peak of *Ben Screel*, is passed on the left. Our next call is probably at **Armadale**, whose Castle (the modern mansion of the Macdonalds of Skye) and surrounding woods are anything but typical of the general scenery of the island. The wonderful basaltic *Scur of Eigg* (p. 255), in front all the way from Glenelg, becomes a more and more prominent object in front, and *Loch Nevis*, less stern but more graceful than Loch Hourn, opens on the left, the peaks of *Rum* rising in striking outline from the sea on the right. The boat occasionally takes a plunge into the middle reach of Loch Nevis, calling at *Inverie*. In so doing it discloses a scene of great beauty. The sharp peak at the head of the loch is called the "*Pap*," a name by which the natives generally escape from the troublesome responsibility of making Gaelic names intelligible to the southerner. Then comes **Mallaig**, the terminus of the West Highland Railway (p. 332). When *Eigg* is not visited, we make straight for *Ardnamurchan*, whose lighthouse is visible standing out to sea long before we reach it. *Muich* (pron. "Muck"), a low uninteresting island, lies some way to the right of our course, the mountainous *Rum* to the north of it, and away in front the dull level of the "sandy Coll" rises from mid-ocean. *Ardnamurchan Point*, where even the Zephyr at times forgets his wonted gentleness, is the "crisis" of the voyage, and many voyagers exult with an unutterable joy when, a little beyond it, the island of *Mull* throws out a friendly arm between them and the Atlantic billows. *Mingary Castle* and the entrance to *Loch Sunart* are noticeable on the left, and then, past a new lighthouse, we turn sharply into the untroubled waters of **Tobermory** bay. Here the captains of the "Clansman" and "Claymore" have perhaps their only opportunity of exchanging compliments all the season. (For *Tobermory*, see p. 254.) Beyond it *Salen* is called at on the right, at the head of whose glen the *Ben* of Mull rises green and lofty. Then an exquisite, but almost momentary, peep is obtained up **Loch Aline** on the left, just after calling at Loch Aline pier. The famous (!) *Ardtornish Castle* rises from the water's edge on the same side, and the glorious twin peaks of *Ben Cruachan* pierce the sky in front. The equally inglorious *Ben Nevis* may possibly be caught sight of as we enter the noble estuary of *Loch Linnhe*, crossing which, between *Lismore* and the *Lady's Rock* (p. 253), we enter *Oban Bay* by the narrow passage between the island of *Kerrera* and *Dunollie Castle*. Between the latter and the town is a little columnar rock called the *Dog Stone*, because *Fingal* was wont, it is said, to tie his dog to it.

For **Oban** and the routes on to *Glasgow*, see pp. 219, 232.

The Mountains.

INDEX.

	Height ft.	Page		Height ft.	Page
Ben Nevis . . .	4106	284	Ben Vorlich . . .	3224	305
Ben Muich Dhui . . .	4296	286	Ben Lomond . . .	3192	306
Braeriach . . .	4248	290	Ben More (Mull) . . .	3169	253
Cairn Toul . . .	4241	290	Scuir-na-Gilleann . . .	3167	308
Cairn Gorm . . .	4084	286	Mount Keen . . .	3070	93
Ben Lawers . . .	3984	291	Ben-y-Hone (Chonzie) . . .	3043	71
Mam Soul . . .	3862	293	Ben Ledi . . .	2875	309
Ben More (Perthsh.) . . .	3843	294	Goat Fell (Arran) . . .	2866	183
Lochnagar . . .	3768	295	Morrone Hill . . .	2819	110
Ben Lui . . .	3708	297	Ben Vrackie . . .	2757	312
Craig Meggie (L. Laggan) . . .	3700	143	Farragon . . .	2559	136
Ben-y-Gloe . . .	3671	298	Mount Blair . . .	2441	88
Ben Cruachan . . .	3650	299	Ben Venue . . .	2393	52
Ben Bynack . . .	3574	152	Ben Cleuch . . .	2363	64
Schiehallion . . .	3547	304	Storr Rock . . .	2341	312
Scour Ouran . . .	3505	293	Mealfourvonie . . .	2284	251
Ben Attow . . .	3383	293	Kingussie Hills . . .	—	129

For the ascent of the following smaller heights refer to the index :—*Arthur's Seat* (Edinburgh), *Barone Hill* (Isle of Bute), *Ben A'n* (Trossachs), *Binnua Hill*, *Craigandarroch* (Ballater), *Craigour* (Pitlochry), *Duniquoich* (Inveraray), *Eildon Hills* (Melrose), *Essie Hill* (Portree), *Kinnoull* and *Moncreiffe Hills* (Perth), *Knock of Crieff*, *Meiler* (Loch Tay), *Stronachlachich* (Killin), *Tulach* (Blair Atholl), *Weem Rock* (Aberfeldy).

A table of the heights of Scottish mountains generally will be found in the "Introduction," as well as a few general remarks on local mountaineering.

The greatest impediment to the hill-climber in Scotland arises from the excessive distance of many of the summits best worth climbing from human habitation. Several of the excursions require a full day to accomplish, and if any unlooked-for accident occur to upset the time calculations made before starting, the tourist will not improbably find himself in a position to sing with the "heir of Armandave—"

"To-night the heath must be my bed,
A bracken curtain for my head,"—

and unless, like that tuneful young lover, he have the thought of "Mary's" sympathy to console him, he will pass an uncomfortable night.

Bearing in mind this contingency and the possible ill results of a night's exposure, the writer does not consider himself justified in describing the following ascents without premising the authority on which each description is given.

First as to personal experience;—the following is a list of those mountains over 2000 feet in height which the writer has

himself climbed:—Ben Nevis, Ben Muich Dhui, Cairn Gorm, Ben Lawers, Lochnagar, Ben Cruachan, Ben Bynac, Schiehallion, Ben Vorlich (Loch Earn), Ben Lui, Ben Lomond, Ben More (Mull), Scuir-na-Gilleann, Ben Ledi, Goat Fell (Arran), Morrone Hill, Ben Vrackie, Farragon, Mount Blair, and the Storr Rock.

For the other descriptions, though all are partly due to personal observation in the immediate environs or on the lower skirts of the mountains described, we must mainly tender our thanks to friends and others who have kindly given us the result of their own experience.

For direct ascent from Banavie, *see p. 246.*

BEN NEVIS. 4,406 ft. Map p. 243.

Special Coach to Achintee abt. 9 a.m., getting back for afternoon train.

From Fort William to Achintee (road), 2 m.; summit (pony-track), 7; 3—4 hrs.; from Banavie, 8 m. Guide, 6s., Pony, 15s.

Permits for pony-track (see below), 3s. Pedestrians, 1s.

Ben Nevis has within the last year or two added to its attractions that of "Record Performances." The last two were accomplished by Mr. Wm. Macdonald, of the Leith Gymnasium, who did the distance, up and down from Fort William, in 2 hrs. 27 min., beating the previous record by 28 minutes, and by Mr. Wm. Swan, of Fort William, who in October, 1898, beat Macdonald by 7 minutes, having occupied 2 hrs. 20 min. on the journey. In the competition from Banavie (*p. 247*), which took place in June, 1899, Hugh Kennedy, Torcastle, won with a time of 2 hrs. 43 min.; Macdonald (above) being second with 3½ hours. Ten started. Banavie is the harder course.

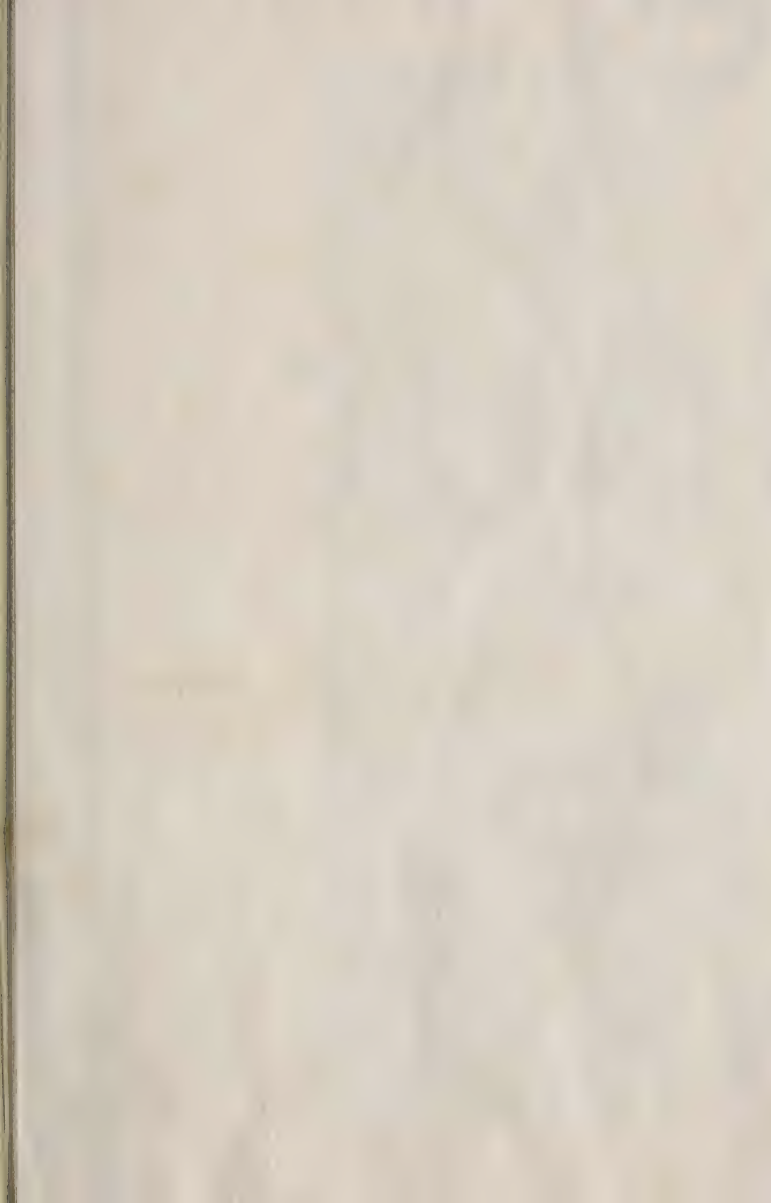
The "Ladies' Record" belongs to Miss Elizabeth Tait, postwoman at Corrour (*p. 193*), who, in July, 1902, accomplished the ascent in half-a-minute under the two hours; Miss Cameron, of Achnacarry, running a good second, in 3½ minutes more. Only two started.

Formerly the ascent of Ben Nevis was a great trial of physical endurance, not so much from the actual height of the mountain, but on account of the long unbroken tug up 1,500 feet of loose scree—so steep as only just to admit of a safe footing and of very little halting—by which the uppermost plateau was reached.

Now, however, comparatively speaking, "the rough ways are made smooth." In the year 1883, an Observatory having been erected on the top of the mountain by the Scottish Meteorological Society, a good pony-track, at a gradient never exceeding 1 in 5, was made from the farm-house of Achintee, at the entrance to Glen Nevis (about 2 miles on the way), and this is now practically the only route used by tourists, except that, coming from Banavie, a little saving may be effected by following the old pony-track thence as far as the loch (*Meall an t' Suidhe*, "Mel-an-t'-Suie").

About a hundred yards from the Observatory, a Temperance Hotel was erected two or three years ago and has since then been enlarged so as to accommodate about 15 sleepers. There is room for ladies, and the telegraph enables visitors to ascertain their chances before starting. Charge for luncheon, 3s.; bed and breakfast, 10s. 6d.; tea, 2s. 6d. More than one, 2s.

Though Ben Nevis is emphatically the "Ben" of Scotland, there can be no doubt that setting aside the ease of the climb and the interest attached to the Observatory, where observa-



VIEW MAP FROM BEN NEVIS.



tions are being constantly taken, that its ascent is not so remunerative as that of many other Scotch mountains—notably those frontier heights which afford on one side a panoramic view of cultivated lowland, as a set-off to the long array of huge hill-tops on the other, or a great diversity of sea and land. Mountains, which delight us with their striking outline when seen from below, lose their individuality when once we have overtopped them, and Ben Nevis has no beauty in itself to compensate for this loss. In fact, the view is much more beautiful during the lower part of the way up and from the top of Mel-an-t'-Suie, because the details of the picturesque foreground afforded by Loch Eil, Loch Linnhe, and Glen Nevis are near enough to be seen in detail, and the loftier heights retain their shape.

Higher up the going is monotonous and affords no such delight to the real climber as is derived from the Penygwryd ascent of Snowdon or any one of the ascents of Scafell Pike or Ben Cruachan.

Route :—Achintee Farm is reached by turning to the right out of the main road on the far side of *Nevis Bridge* (1 mile north of the pier at Port William). Thence a by-road goes $1\frac{1}{2}$ miles by or near the river-side to **Achintee**, where the track, unmistakable, begins. At first it ascends gradually round the south side of Mel-an-t'-Suie, with occasional zigzags, and a constantly expanding view—specially pretty to the south-west, in which direction a verdant hollow with a lake appears—till it comes to the plateau at the south end of the loch, east of which it almost reaches the old track. The steepness of this track it escapes by making two long sweeping zigzags from $\frac{1}{5}$ th to $\frac{1}{4}$ mile south of it. There is a good back view over Glen Nevis and Loch Linnhe, and from the angle of one zigzag Goat Fell in Arran appears far away, due south. It is some time, however, before the distant view opens all round, by reason of the height of the mountains that face Glen Nevis in that direction. East and north-eastwards the peaks of Rum come into view across the sea, and the jagged Coolin heights to the right of them.

The last part of the ascent is across a wilderness of huge boulders, which have a sharp metallic ring about them, testifying to their volcanic origin.

View from the Top.*—The extent of this naturally depends on the state of the atmosphere. If it be clear, the sky-line is formed by a countless array of surging mountain-tops, broken here and there by the ocean-plain. The near and pleasing features are Loch Eil (the entire length of which is visible), Loch Linnhe, and Loch Lochy. Left and right of E. are parts of Loch Laggan and Loch Lydoch the former in front of Craig-dhu (p. 129) and the Spey valley. It would be equally confusing and unprofitable to give anything like a catalogue of the mountain panorama. Looked at from this superior height, individual peaks lose that peculiarity of form which enables the spectator to identify them from lower elevations. The principal landmarks are the twin peaks of Ben Cruachan southwards, with the Paps

* An excellent panorama is published by Shearer & Sons of Stirling; price 1s.

of Jura on their right and Ben Lui and Ben Lomond (lower on their left); next the two similar peaks of Ben More and Stobinian (over Crianlarich); Ben Vorlich (Loch Earn), S.E.; Ben Lawers and the always recognisable cone of Schiehallion. To the left of this are Loch Ossian and the West Highland Railway, crossing the wild Corrour Forest (*see p. 193*). Then all the way round by E. and N. the outline is distinctly dull, the Cairngorm group (E.N.E.), Ben Muich Dhui and "his brethren" being absolutely featureless. N.N.E. Melfourvonie is like a small dish-cover. Ross-shire comes as a relief and shows a bolder sky-line in Scuir-na-Lapaich, Ben Attow, Scour Ouran and Ben Screel. Then over the near end of Loch Eil, the Cuchullin Hills of Skye, and over its far end, a strip of sea bounded by the mountains of Rum, and with the sharp Scuir of Eigg to the left of it. In the north-west, just right of the Coolins, Scuir-na-Ciche (locally the "Pap"), at the head of Loch Nevis, is a landmark. S.W. the Mull Ben More is the chief height. Colonsay and Islay are also visible.

The finest things close at hand are the profound chasms, in which patches of snow remain the summer through, and the precipices that form the northern bulwark of the mountain, while, if we proceed to a far cairn and look down from it we shall see the spectacle—rare in Great Britain—of a *col* so precipitous in character as to be apparently insurmountable.

For ordinary climbers there is no alternative route down except the old one.

BEN MUICH DHUI, 4,296 ft.; AND CAIRN GORM, 4,084 ft. Map p. 146.

From Braemar to Ben Muich Dhui, 18 m.; Cairn Gorm, 22. Pony and guide to Ben Muich Dhui and back, about 20s.

From Aviemore Hotel to Cairn Gorm, 11 m.; Ben Muich Dhui (direct), 13; (by Cairn Gorm), 15. No ponies by this route. From Lynwilg Inn add 2 miles.

The walking distance from Aviemore to Cairn Gorm may be reduced to 3 miles by driving to Glenmore Lodge ($6\frac{1}{2}$ m.), *see p. 153*.

Total distance between Braemar and Aviemore (over Ben Muich Dhui only), 31 m.; (over Ben Muich Dhui and Cairn Gorm), 34.

Time:—A long day whatever route be chosen.

From Braemar the walking or riding distance may be reduced to about 16 miles up and down (6-8 hrs.) by driving to and from Derry Lodge in Glen Derry (10 m. from Braemar). In this way also good pedestrians reaching Derry Lodge early in the forenoon may comfortably accomplish the journey over both mountains and down to Aviemore by sunset, but for reasons stated on page 116 they should be careful to be clear of Rothiemurchus Forest before nightfall.

"Over the hills and far away" is the motto of the tourist who undertakes this journey—more so than on any other favourite one in Scotland. He can reduce neither time nor distance to narrower limits than those indicated by the above figures, and, when his day's work is over, he will require neither rocking nor sleeping draught to make him enjoy a full allowance of "Nature's

sweet restorer." We strongly advise him to include both summits in the day's journey, because from neither of them, taken separately, is the view strong enough to afford fair compensation for the laboriousness of the ascent, but he who walks across the plateau from top to top has the satisfaction of knowing that he has seen some of the best the Eastern Grampians can show. From Braemar, Ben Muich Dhui is taken first; from Aviemore, Cairn Gorm.

1. Ascent from Braemar. Braemar being itself 1,100 feet above sea-level, the actual height to be climbed from it to the top of Ben Muich Dhui is not much more than 3,000 feet,—about the same as that of Scafell above Keswick or Wasdale Head. The first 10 miles of the route, as far as Derry Lodge, are described in the direct Braemar and Aviemore route on page 116. From *Derry Lodge* you may proceed by either of the valleys which converge there:—(a) The shortest and finest way is by the *Lui Beg Burn*. By this route the summit is little more than 6 miles distant, and you avoid the detestable sloppiness of parts of the Glen Derry track. From the keeper's ("Lui Beg") Lodge, which is reached nearly half-a-mile beyond the entrance to Derry Lodge by crossing both streams, you recross the Lui Beg Burn, and continue along the Aviemore track for $1\frac{1}{2}$ miles, and then, a furlong short of the foot-bridge, diverge by a path up the valley for $1\frac{1}{4}$ miles to a fork in the stream, whence the best route is up the ridge between the two branches of the stream, skirting the precipices above *Lochan Uaine*, where the ground is for a bit very rough, and then making straight for the summit. On the way the ridge of Cairn-a-Vaim and the Devil's Point are striking features in a grand scene.

Another way from the fork of the streams is up the right-hand branch into the Glen Derry track (*see map*).

(b) The *pony-track* from Derry Lodge ascends by the side of the *Glen Derry Burn* all the way to *Loch Etchachan* (6 m.), crossing the stream twice and bearing away to the left, still along the side of the stream about two-thirds of the distance. Glen Derry is a desolate valley whose writhen, stunted timber maintains a hopeless struggle with the elements. The last half-mile or so up to the loch is steep, and so far the view has been limited to the somewhat dull valley we have been traversing. On the opposite side of Loch Etchachan the ground rises very steeply, but the track bends away still more to the left and climbs to the plateau of the mountain by the side of the streamlet which feeds the loch. The Lui Beg valley opens on the left, and to the north, 4 miles away, rises the Cairn Gorm over a depression, at the bottom of which, unseen, lies Loch Avon. Behind us, eastwards, the lofty table-land of Ben-a-Bourd rises to a height almost equal to that on which we are standing. The remaining half-mile or more of the ascent is over comparatively level ground.

2. Ascent from Aviemore Hotel about 13 m. We give below the direct ascents of both Cairn Gorm and Ben Mac Dhui. The easiest excursion is up and down the Cairn Gorm by Glenmore Lodge (*p.* 153). For the best circular route we

recommend the ascent of Ben Mac Dhui; then the plateau walk to Cairn Gorm, whence descend to Glenmore Lodge, which is $8\frac{1}{2}$ miles by good road from Lynwilg Inn. The whole round is one of about 30 miles, and will take a full day. It is best taken in this direction, because you thus have the easiest part last. The map will, we hope, be of exceptional use in traversing these wild mountain solitudes. The writer has twice explored them, but the fact of snow having lain deep on the ground on both occasions may have prevented him from noting objects which, if seen, would be useful landmarks. In any case a careful study of the map and good local advice should be superadded to the instructions herein contained.

(a) **Aviemore to Ben Muich Dhui** (13 m., 5 hrs.), **Cairn Gorm** (17 m., $6\frac{1}{2}$ hrs.), **Glenmore Lodge** (22 m., $8\frac{1}{2}$ hrs.), **Aviemore** (31 m., 12 hrs.). Good walking.

The first five or six miles through the *Forest of Rothiemurchus* are described in the direct Aviemore and Braemar route (p. 140). Climbers of Ben Muich Dhui should leave that track about $1\frac{1}{2}$ miles after entering the "rough foot-track" (foot of p. 144) and where the ground begins to rise in earnest on the left hand, just beyond the first summit, *Castle Hill*. The finer but more difficult route is by ascending along the edge of the crag of the Lurcher's Rock, and following its ridge to its southern end. This route gives admirable views into and along the Larig Ghru, and across it to the east face of Braeriach. An easier, but longer, route is obtained by turning eastward from the Larig Ghru to the south of Castle Hill and of the notch that separates it from the Lurcher's Rock; this notch or "Eag" is a remarkable bit of wild rock scenery, by the way. We thus reach the east slope of the Lurcher's Rock, and get easy foot-tracks ascending the valley of the Allt Creag-na-Leacainn. At the head of this valley these two routes converge, and the summit-cairn is in view, $2\frac{1}{2}$ miles away to the south. The way is tiresome, and it is 6 long miles from the beginning of the steep part of the climb, at the edge of the forest, to the top of Ben Muich Dhui. The summit of the mountain is a vast wilderness of red granite.

View from the Top. This cannot be had all at once, the wide extent of almost level ground on nearly every side of the actual summit hiding the depression which would otherwise form the foreground. A short walk to the west, however, enables us to look down into the depths of the Larig Pass, on the other side of which the towering forms of Braeriach, Cairn Toul and the Devil's Point together constitute the most imposing mountain spectacle in the Eastern Grampians. The wild corry near the summit of Braeriach, and the long steep slope of Cairn Toul are specially fine. Otherwise these two summits, being almost as high as Ben Muich Dhui, greatly obstruct the prospect, which, taken as a whole, is of far too straggling and indefinite a character to compare favourably with those from most mountains of its relative pre-eminence. Westward, over the expanse of Strathspey, the

Monadh Liath range—high moorland—between that valley and the Caledonian Canal is seen. Northwards, over Cairn Gorm, the prospect *may* extend to Morven (a cone), in Caithness, the Sutherland hills and the Orkneys, while in the south-west there is a possible glimpse of Ben Nevis. Due south Ben-y-Gloe is the commanding height, and south-eastwards Lochnagar rises pre-eminent among the Braemar Highlands. A portion of the Dee and its tributary valleys are included in the panorama. The eastward prospect is monotonous.

The easiest walk between Ben Muich Dhui and Cairn Gorm involves a dip of only a few hundred feet. The two peaks lie almost due north and south, but the ridge trends somewhat to the west, skirting the head of several depressions which converge at the south-west end of *Loch Aron*, or *A'an*, where, near the stream, is the *Clach-shian*, or "**Shelter Stone**."^{*} This strange natural asylum, the only possible protection against wind and rain for miles round, is formed of three blocks of granite, the largest of which has casually tumbled on to the top of two smaller ones. In the primitive dwelling so formed half-a-dozen persons can find shelter. The streams descend from above in a succession of cataracts, by whose rocky sides the ridge between Ben Muich Dhui and Cairn Gorm may be reached. As a resting-place for tourists travelling the route we are now describing, the stone suffers from the disadvantage of involving an extra up and down journey of 1,500 feet each way, or a circuit of several miles by the foot of Loch Aron, and into the track from Glen Derry to Nethy Bridge (*p.* 117).

The **view** from Cairn Gorm is obstructed southward by Ben Muich Dhui, but Cairntoul and Braeriach are visible S.W., to the right of "Dhui," though the Larig Pass is hidden by the great plateau. As compensation Cairn Gorm offers a much fuller prospect northwards and over Strathspey. Ben Rinnes is a conspicuous figure N.E., as is the far-off cone of Morven, in Caithness, due N. Loch Aron, S.E., is not seen from the summit-cairn.

(b) **Aviemore to Cairngorm** direct by Larig Ghru, 12 m. For route beyond Aviemore ($2\frac{1}{4}$ m.) see *p.* 153. An alternative descent is by (a) route without diverging to Ben Muich Dhui (*see dotted lines on map.*)

Descents from Ben Muich Dhui. (1.) To *Braemar*, strike eastwards across the table-land and drop down to *Loch Etchachan*. Follow the course of the burn issuing therefrom, for 6 miles to *Derry Lodge*, where the carriage-road by the *Linn of Dee* commences:—or, by a shorter and steeper route descend *Glen Lui Beg* to *Derry Lodge* (*see p.* 287). For the rest of the way, *see p.* 146.

(2.) To **Aviemore**. Keep along the ridge parallel to and above the *Larig Pass* till you reach the edge of *Rothiemurchus Forest* at the bottom of the steep part. For the rest of the way, *see p.* 117.

The name *Ben Muich Dhui*, which by-the-bye is spelt in half-a-dozen ways, means probably "the mountain of the black sow." It possibly originated at a time when wild boars were more common than tourists on British mountains, a period of which the frequent occurrence of the prefix "swin" and "grise" in the English Lake District similarly preserves the memory. *Cairn Gorm* signifies "blue mountain" and has no special appropriateness. The rock crystals to be found here and there among the débris of the district, and called *Cairngorm Stones*, are mostly of a yellowish brown colour.

* It is worth while to diverge a little to the east so as to look down upon Loch Aron and the Shelter Stone, especially fine from a "chimney" overlooking the most westerly point of the loch just north of the Feith Buie.

BRAERIACH, 4,248 ft., and CAIRN TOUL, 4,241 ft.*Map opp. p. 146.*

* * * The access to these heights is by road, marked "private," and the ascents are in all respects much more comfortably and pleasantly made before the commencement of the shooting and stalking season, during which period the tenants not unreasonably object to promiscuous wandering. At that time Sunday is the most convenient day for the excursion.

Braeriach, 12 m.; and Cairn Toul, 16; from Aviemore.
A hard and full day's work.

1. (a) Follow the Glen Eunach driving road, which turns S. just short of Coylum Bridge, to the first bothy ($7\frac{1}{2}$ m.), where the Allt-na-Beinne Beg joins the Beinne-Mor. The road crosses the Beinne Beg by a bridge newly shown on the O.S., and the bothy is immediately beyond the bridge and on the west of the road. Right opposite the bothy turn to the east, keeping on the north side of the stream and gradually bearing away from it on the higher ground, which will be drier and less boggy than close to the stream. The north face of Braeriach has three great corries, separated from each other by two buttresses. Our way is up the western of these buttresses, and when we have reached a point due N. of this western buttress, we cross the stream and follow the ridge of the buttress. This is decidedly rough, but quite safe. In a mile from the stream we look down on our right on to the loch in the western corrie, and shortly after arrive on the general plateau of the mountain. Rising ground to our left, at the head of the middle corrie, hides the summit, but by working to the south round this we see the summit to the E.S.E., and less than half-a-mile away.

The cairn marking the summit of **Braeriach** stands close to the edge of the Garrachorry, and this edge or the ridge may be followed round to **Cairn Toul**, the real source of the Dee being passed on the way.

(b) Start from the first bothy as directed in 1 (a), but follow the Beinne Beg to its source, crossing to the south side of the stream opposite to the eastern buttress. The Coire Beinne is a delightful open stretch of greensward, frequented by red-deer. From its eastern corner a steep and rough but easy track leads up to the ridge of Sron-na-Leirg, which can be followed southwards and then westwards on to the main mass of Braeriach. The views into and across the Lairg and the Garbh Coire during the latter part of the walk are very fine. The reversal of this route makes an easy and pleasant descent from Braeriach.

(c) Follow the Glen Eunach driving-road to the first bothy. Looking along the western side of the near corner of Braeriach, a long somewhat flat shoulder is seen dropping from the west side of the western corrie towards the mouth of the Beinne Beg. By following the course of the Beinne Beg for nearly half-a-mile the lower end of this shoulder may be reached, and the shoulder itself followed southwards for about a mile. This will bring us to an altitude of about 2,500 feet, and we may get on to the zigzag path, which we see in front of us. This leads to the plateau, above and a little west of the western corrie containing the loch. The summit may then be reached by crossing the plateau due E. for about a mile.

2. For route between **Kingussie** and **Braeriach**, see p. 130.

3. **Cairn Toul from Aviemore; 15m.** A long and hard day's work. The view is similar to that from Ben Muich Dhui, except that the two mountains are mutual "obstructives" S.W. & N.E. respectively. While the N.E. and E. is blocked by Ben Muich

Dhui from Cairn Toul and Braeriach, the south comes out much more strongly, the most imposing feature in that direction being the Ben-y-Gloe group.

(a) Follow the Glen Eunach driving-road to the upper bothy ($9\frac{1}{2}$ m.), which is within $\frac{1}{4}$ mile of the lake. The driving-road ends a little further on, but at the bothy a path leaves it and ascends on the left, crossing several streams, and gradually bearing off into the eastern corrie, *Corrie Dhomdail*. This path is rough and steep, but perfectly plain, and at the top of the corrie rises by a very steep but easy scramble to the plateau. Then a walk of just under a mile due E. will bring us to the edge of the southern scallop of the Garrachorry. The view of the corrie is very striking, coming as it does so suddenly and unexpectedly. In mist the approach must be made with care, as we *rise* to the edge of the corrie. This edge may now be followed to the right hand as far as the summit of Cairn Toul. This involves the ascent and descent of the **Angel's Peak**, which gives 250 feet additional up and down. This is very well worth doing, as the view from it of Braeriach, Cairn Toul, Lochan Uaine and the Garrachorry is very fine. But both it and the upper part of Cairn Toul are piles of granite blocks, and the going is *very* rough and heavy. **Cairn Toul** has two cairns, about a furlong apart, the northern one, which we first reach, being the higher.

(b) At the head of Corrie Dhomdail two streams unite, falling together over the rock that is ascended by the steep but easy scramble just mentioned. The northern of these two streams may be followed to its source. Half-a-mile more of very easy walking in the same direction, N.E., will take us over the low ridge and down to the real "**Wells of Dee**," the true sources of that river. These are small well-eyes rising from the granite detritus with which the great plateau is covered. About $\frac{1}{4}$ mile to the east is the edge of the *Garrachorry*, and this may be followed either way to **Cairn Toul** or **Braeriach**, the summits of which are in full view. In going to the latter the head of the great fall of the Dee is passed.

BEN LAWERS, 3,984 ft. Map p. 135.

From Ben Lawers Hotel (Temp.) to the top and back, 4-5 hrs. Ponies may be taken to within half-an-hour of the summit. Charge, pony and guide, 5s. each.

Ben Lawers or the "echoing mountain" is, considering its great height, as easy a mountain to ascend as any in Scotland. It is surmounted by a huge cairn, erected in 1878, and enabling the climber to boast of having stood 4,000 feet above sea-level in his native land. Only the last few hundred feet of the ascent are at all steep. The Ben Lawers Hotel, which is the only place from which the ascent can be conveniently made, is itself 600 feet above the sea. Those who do not care to make the whole ascent may with advantage climb the subsidiary height of Meiler (p. 73), about a third of the way up, and just above the hotel.

The ascent.—Follow the Kenmore road for a few hundred yards as far as the first burn, just beyond which take to the open fell, and climb with the burn close by on the left hand. In about 40 minutes after leaving the hotel you will cross a wall by a stile. Hence proceed straight forward, leaving the fir-planted Meiler

(*Meal-odhar*) some way on the left, and still keeping the burn on the same side. The top of Ben Lawers is seen, also to the left of the general direction of the route up. To reach it scale the eastern ridge a considerable distance from the summit, so as to avoid the steep slope which intervenes in the direct course thereto. On attaining this ridge follow it all the way up. Below, on the right hand, you will look across the deep valley through which the Lawers Burn flows, to a lofty range of steep hills beyond.

There is a very fine and extensive view, including the full length of Loch Tay with Killin and Kenmore at either end. Southwards the Loch Earn Ben Vorlich is the conspicuous height, and to the right of it the twin peaks of Ben More and Stobinian. On the north-east rises Schiehallion with its cone modified into a long ridge on the eastern side, and, far away beyond it, the flat-topped summits of the Eastern Grampians,—Braeriach, Cairn Toul, and Ben Muich Dhui rising slightly above the general elevation. N.W., over the Black Moor of Rannoch, the equally flat top of Ben Nevis may be discerned, and the same distance S. of W. Ben Cruachan is recognisable by its sharp peaks, with Ben Douran (flat-top peak) to the right of them and much nearer. To the left of the latter, and rather nearer, Ben Lui is seen. Ben Ledi is almost due south, and Ben Lomond farther away to the right, just left of Ben More. The upper part of Glencoe is visible, with the Sugarloaves (Buchaille Etive) on its left; also N.E., over the right shoulder of Schiehallion, the further part of Glen Tilt. In clear weather the eye may range S.E. over and to the left of the Ochils to the twin Lomond Peaks of Fife and North Berwick Law, the Bass Rock, and Largo Law, in the order named.

The rough and crumbling schist formation of which the higher part of Ben Lawers consists is very favourable to the growth of rare plants—including gentian and many kinds of saxifrage—and the traveller who is a botanist as well as a climber will prolong his stay on the mountain-slopes with great satisfaction. It is said that there are more Alpine plants than on any other Scottish mountain.

In *descending*, the route may be varied by taking a rough and rather steep shoulder considerably to the west of the route by which we have described the ascent, and overlooking the depression which separates Ben Lawers from the next mountain, Ben Glas. From the bottom of this shoulder cross the comparatively level and, perhaps, swampy ground to *Meiler*, whence you may descend almost in a bee-line to the hotel.

An easy and delightful descent is direct for **Killin** over Ben Glas, entering the road near *Edramucky* (p. 72). Splendid views.

During an ascent of Ben Lawers made in January, 1881, the writer and two friends were fortunate enough to witness the atmospheric phenomenon called “Ulloa’s Circle.” A keen frost prevailed at the time, and the mountain was one vast snow-field. The last part of the ascent had been made in a mist, over which, however, as the travellers scaled the ridge overlooking the Lawers Burn, the sun obtained a partial victory. Above the deep depression through which the burn flows the mist still hovered, only

fitfully disclosing the sky-line of the steep cliffs beyond. Suddenly they saw on the top of these cliffs their own figures faithfully represented by a dark shadow, and surrounded by a rainbow's tinted halo. As they proceeded, the phantoms kept step for step, reproducing their every movement, and always in a direct line opposite the sun. The apparition continued for ten minutes or more until the travellers had so far advanced as to be above the line of the sun and the mist. It is akin, we believe, to the Brocken Spectre of Saxony, from which it differs in not materially exaggerating the size of the figures it represents. A few days afterwards we witnessed a fainter display of the same phenomenon from Tulach Hill, over Blair Atholl.

Mam Soul (3,862 ft.), Scour Ouran (3,505 ft.), and Ben Attow (3,383 ft.). (See map opp. p. 165.)

Distance from nearest Inns. *Clunie Inn to Mam Soul, 12 m. (—Glen Affric Hotel, 19.) Clunie Inn to Ben Attow, 9 m. Shiel Inn to Scour Ouran, 5 m.*

Special Note. The greater part of these mountains, the crowning peaks of one of the wildest districts of Scotland, is included in the vast deer-forests of Ross and Inverness-shires. Consequently access may be forbidden in the shooting season. Mam Soul is part of the Affric Forest, but Scour Ouran is open from Shiel Inn. An easier way of doing Mam Soul is to drive from Glen Affric Inn (p. 158) as far as Affric Lodge.

Mam Soul. Between Clunie Inn and Mam Soul the ridge separating Shiel from Glengrivie has to be crossed. Both these valleys are 700 feet above sea-level, and the *col* between them rises to a height of 1,300 feet. The track leaves the main road about a mile east of Clunie Inn, and climbs between the mountains of Chest-a-Dhu (3,218 *ft.*) on the left, and Cralic (3,673 *ft.*) on the right. *Glen Grivic* is entered half-a-mile west of the keeper's lodge of *Aultbeath* (7 m. from Clunie Inn), whence an ascent of 2,000 feet is made in 2 miles to the ridge, of which Mam Soul itself and its fellow peak, Cairn Eige, are the culminating points. These mountains are made up of steep grassy ridges. **Cairn Eige** is 15 feet higher than Mam Soul, from which it is separated by a depression of about 400 feet and a distance of one mile, the direction being a little east of due north. From it a descent may be made in about 2 hours to the Shooting Lodge of *Luib-na-damph* at the head of *Loch Mullardoch* (p. 159), whence the distance down *Glen Cannich* to the **Glen Affric Hotel** (*Temp.*) in *Strathglass*, is about 14 miles. The general direction to *Luib-na-damph* is north-easterly along a lateral ridge of the mountain.

The *view from Mam Soul* extends all across Scotland from the Moray Firth to the Minch. It also embraces a multitude of mountain-tops which we must leave the tourist to identify from the map. In **descending** the mountain a variation may be made by tracking the course of the burn which commences in the depression a little way south of the summit. By this route the track from *Strathglass* to *Balmaacara* (p. 163) is joined opposite the centre of *Loch Affric*, $5\frac{1}{2}$ miles east of *Aultbeath*, and 16 west of the *Glen Affric Hotel*. This, too, is the **way up** for those who start from **Glen Affric Hotel**. The path, commencing $2\frac{1}{2}$ –3 miles beyond Affric Lodge, is indistinct at the beginning, but afterwards quite good and clear. It leads by zigzag to the very top, or you may strike the ridge on the right between the summit and *Seuir na Lapaich* (3401 feet), which is $2\frac{1}{2}$ miles S.E. of Mam Soul. Along the ridge it is easy going. The top is a wider spreading of this ridge, where two lateral ridges join it. On it is a large cairn, with shelter for two inside, and, 50 feet below, an iron-roofed hut, where watchers live to drive back the sheep which cross into the forest from the *Glen Cannich* side.

The time for the whole excursion, supposing a trap taken to the boat-house about a mile short of *Glen Affric* Lodge, would be about 12 hours. From boat-house to top, $3\frac{1}{2}$ –4. Down by *Luib-na-Damph*, $5\frac{1}{2}$ –6.

Ben Attow. The Gaelic name for this is *Bein Phada*, the "long mountain," and the term is appropriate. It extends from east to west from *Aultbeath* to the alluvial strath at the north-east end of *Loch Duich*, and is easily ascended either from *Aultbeath* (*see above*), or from *Camban*, another cottage, 2 miles

south-west of Aultbeath on the track which leads to Loch Duich by Glencroe. The best way from Clunie Inn is to follow the Man Soul track, as above, as far as the top of the ridge between Glen Clunie and Glen Grivie, and then to walk round the northern slopes of the *Chest-a-Bhu* as soon as you can do so without making any material ascent. Thence descending a few hundred feet you will cross the *Fionn Burn* to *Camban*. From *Camban* you will easily climb to the ridge of Ben Attow and reach the top in about $1\frac{1}{2}$ hours.

In descending you may follow the north-eastern shoulder of the mountain, and join the Strathglass and Balmaera track (p. 160), about $3\frac{1}{2}$ miles west of Aultbeath, and near the south end of *Loch Beallach*.

Scour Ouran is the grandest mountain in this part of Scotland. Its fine conical summit is a conspicuous object from all points which admit of a comprehensive view of the district. To ascend it from *Shiel Inn*, cross the bridge and follow a path up *Glen-shiel* for about two miles, and then climb by a burn and along the top of a ridge, bending slightly to the right in a direction rather south of east. The whole ascent is steep, but easy up the main ridge. The view from the top over Loch Duich to the Island of Skye and the outer Hebrides is very fine. The flat top of Ben Nevis is seen 30 miles away, S.S.E., with possibly Ben Cruachan to the right of it, nearly twice the distance. Ben More in Mull is about as far in a S.S.W. direction. An equally steep descent may be made from a point $\frac{1}{2}$ mile N. along the ridge in Glen Lichd, which is entered $3\frac{1}{2}$ miles S.E. of Croe Bridge (p. 164). This descent, however, is over a deer-forest.

*** The above descriptions are from personal investigation of the country all round and from information kindly given by two gentlemen, one of whom was engaged on the Ordnance Survey of the district.

BEN MORE (Perthshire), 3,843 ft. Map p. 65.

Ben More, in conjunction with its twin height, **Ben A'an** (3,827 ft.), otherwise called **Stobinian**, is the most conspicuous mountain in Perthshire. The two are separated by a V-shaped depression, and form, when seen from either the east or the west, a pair of almost similar triangles, the only difference being that while the apex of Ben A'an, the more southerly of the two, is cut off by a short and perfectly straight line, that of Ben More itself is slightly rounded.

From 4 to 5 hours should be allowed for the walk up and down from the point at which the high-road through Glen Dochart is left. The ascent is best commenced near the place where the burn threading the hollow on the east side of the mountain is crossed—i.e., about $1\frac{1}{2}$ miles from *Luib Station*, $2\frac{1}{2}$ from *Luib Hotel*, and $5\frac{1}{2}$ from *Crianlarich Hotel*. Hence the shortest way up is by the ridge all the way, a climb of unrelieved steepness. An easier plan is to follow more or less the course of the burn until the eastern ridge of the mountain is gained, whence turning sharply to the right, a steep pitch leads directly to the top. The view thence comprises an endless array of mountain-tops, prominent amongst which are Ben Lui and Ben Cruachan to the west; Ben Ime, The Cobbler, Ben Vorlich (Dumbartonshire), and Ben Lomond to the south; Ben Ledi, Ben Vorlich (Loch Earn), and Ben Lawers south-west, west and north-west respectively; Ben Douran, and the mountains of Glen Lyon to the north. The softer features of the scene are Loch Tay and Loch Voil. As a whole, the prospect is of a somewhat monotonous character.

The tourist may make his way down into the valley at the west end of Loch Voil, but of this route the writer has neither personal experience nor trustworthy information.

LOCHNAGAR, 3,768 ft. Map p. 114.

From Braemar, 4-5 hrs. ; Ballater 4-5 hrs. ; Invercauld Inn (2 m. from Balmoral), 3½-4 hrs.

Ponies may be taken from Braemar or Ballater. Charge for pony and guide, about 25s.

Lochnagar (so called from the lakelet of Lochnagar, the "goat's lake," beneath its northern precipice) is a singularly fortunate mountain. It is the highest point of Great Britain (except Ben Muich Dhui) ever trodden by Royalty, and Byron has sung its praises. Hence it has derived a fictitious interest which may possibly make the genuine lover of Nature somewhat sceptical as to its real merits. In sober truth, however, Lochnagar is a finely-shaped mountain, and its ascent is both pleasant and remunerative. Looked at from near Balmoral its sharply-marked outline is not unlike that of Cader Idris as seen from between Dolgeiley and Barmouth.

The ascent of Lochnagar may be easily made from any one of the three starting-points above named.

1. **From Ballater** there is a good carriage-road for the first 9 miles, as far as the Prince of Wales's shooting Lodge, formerly, but no longer, appropriately called the "Hut," passing round which and through a planting behind, the climber ascends by a trimly kept granite walk, with a burn on the left to the *col*, where the Balmoral route converges, the whole distance to the top being 12 to 13 miles. This route, however, is monotonous, the beauty of Glen Muick, through which the carriage-part of the route passes, having been, except for the first few miles, greatly exaggerated.

2. **From Balmoral.** The ascent from here is the shortest and easiest, but its feasibility depends on the "whereabouts" of Royalty and the amenities of deerstalking. From the little shop at Crathie, which is reached from the *Invercauld Arms* by crossing the Dee beyond the Castle, and then turning up the broad road to the left, there is a drive through the fir-wood to the open moorland of *Glen Gelder*. Two miles beyond the wood and opposite a lodge the road becomes a conspicuous and well-kept pony-track, continuing to ascend the left-hand side of the glen till it joins the Ballater route on the top of the *col* mentioned in the foregoing description. Hence it turns up the ridge of the mountain to the right, becoming in another twenty minutes or so a steep zigzag, marked, where the character of the ground does not admit of a gravel causeway, by two parallel ruts a few yards apart. The summit is an hour's walk from the *col*.

When the privilege of using this direct road is withheld, the summit may be reached by making a somewhat wide détour from the shop at Crathie to the *col*. Instead of passing in front of the shop, follow a broad road to the left, which passes the *Free Church*, to be recognised by its spire. Ascend by this road for upwards of

half-a-mile, till you reach a gate across it, opposite to and about 100 yards from a small farm. Here take a rough track to the right and follow for some distance the low ridge which separates you from Glen Gelder, on looking down into which you will see the conspicuous track above described. The *col* is straight ahead and equally well defined.

The landlord at the Invercauld Arms has a direct route by which the summit may be gained in $2\frac{1}{2}$ hours, but this, we believe, is strictly forbidden at times.

* * * The tourist should, in all cases, carefully assure himself before setting out of what he may and what he may not do, or he runs the risk of undergoing a great deal of useless exertion.

3. From Braemar. This is the popular route up the mountain, and though rougher than the other two, it is more interesting than either. It also has the advantage of being always open. Perhaps the most satisfactory plan of all is to ascend from Braemar and to descend to Balmoral. A carriage may be taken as far as the foot of Loch Callater (5 m.).* The following description is partly derived from the information of others.

Follow the Blairgowrie high-road on the east of the Clunie Water for 2 miles. Then, after crossing the bridge over the *Callater Burn*, turn up *Glen Callater*. The road goes side by side with the burn, crossing it about half-way to the *Lodge* at the foot of *Loch Callater*. Hence a track on the left starts upwards, bearing in a little time to the right, round the shoulder of the hill. Presently *Cairn Taggart* (3,430 ft.) comes into view in front, and after a short drop and rise the path, easily missed at this point (*see map*), bends sharply to the right, so as to work round the mountain, and crossing the ridge nearly half-a-mile south of the summit. Beyond it we look down a desolate glen on the right to the *Dubh Loch* ("Black Water"), which is 2,100 feet above sea-level. After this the path leads in a fairly direct line to the summit of Lochnagar, which, however, is not visible for some time to come. We must first pass the *Cairn of Cornbreach*, whereon the main ridge, which has been on the left since we crossed it south of Cairn Taggart, is again surmounted. On the left, over the escarpment of the mountain, appear *Lochan-an-Eoin* (the "Bird Loch") and the Sandy Loch, and then the two peaks of Lochnagar, looking down upon the tarn which gives the mountain its name, are easily attained.

View from the top. The foreground shows but little variety, the only break in the general barrenness being supplied by the Dee valley, a strip of which is visible near Balmoral. The distant prospect, however, is enhanced by the contrast between the rich lowlands of Aberdeenshire, reaching away to the German Ocean, and the wild assemblage of billowy mountain-heights, which stretch as far as the eye can travel in every other direc-

* The Callater road is bad and the bridge impassable by vehicles. Cross by ford.

tion. To the north-west, the giant family of Ben Muich Dhui closes the view. Northwards there is no material object, except atmosphere, to obstruct the view over Ben Rinnes and the Moray Firth to the headlands of Caithness. In the north-east the prominent hill is Morven, a featureless height beyond and a little to the left of Ballater. Mount Keen is conspicuous in the east. Beyond it the hills dwindle down to the plain of Forfar and the Ochils, between which and Ben Muich Dhui, Ben Lawers, Schiehallion, with its graceful peak, and Ben-y-Gloe rise above their fellows.

The **Descents** to *Balmoral* or *Ballater* are amongst the easiest and most unmistakable of their kind. Where there is not a pony-track of granite dust visible miles away, the route is shown by two parallel ruts a few yards apart. At first it zigzags steeply down the eastern ridge of the mountain. In about half-an-hour the *col* is reached, whence the Balmoral-bound tourist must use his own discretion as to how far he proceeds by the direct track on the far side of the *Gelder Burn*. He may be sent "over the hills and far away" to the right. For Ballater he must descend to the right by the track which leaves the Balmoral route a few yards beyond the *col*, and which he may reach from the *exact col* by a little green footpath. The track joins the Glen Muick road at the "*Hut*," a shooting box of the King. Thence to Ballater the distance is 9 miles. About a third of the way a wooded ravine is entered, in the midst of which is the romantic *Linn of Muick*, containing a picturesque waterfall. Before reaching Ballater the road takes a wide sweep to the right necessitated by a corresponding bend of the river Dee.

The route down to *Braemar* keeps westward along the ridge for about $1\frac{1}{2}$ miles, until the smaller *Dubh Loch* and *Loch-an-Eoin* appear down below on the right in a line with each other. Thence it turns slightly to the left for another $1\frac{1}{2}$ miles, keeping the ridge about a quarter of a mile on the right, and re-crossing it rather more than that distance south of *Cairn Taggart*. Then the track turns right and again left, finally descending to the carriage-road close to *Loch Callater Lodge*, and at the north-west extremity of the lake of the same name. Hence to *Braemar* the distance is 5 miles.

BEN LUI, 3,708 ft. Map p. 65.

From Dalnally to top, abt. 7 m. Time, up and down, 6-7 hrs.

Ben Lui is a fine mountain, steep but not difficult to ascend. The view from the top is grand and varied to the west, but monotonous in other directions. The best route is to ascend directly from the foot of the mountain, and to return by the minor height, Ben-a-Clee (3,008 ft.) which lies west of the main

one. From the latter a gradual descent along a grassy ridge leads almost straight back to Dalmally.

Route. Follow the Tyndrum road till it reaches the river-side a little over 4 miles from Dalmally. Then cross the stream just beyond the junction of the burn which comes under the railway. Cross the railway-bridge and climb at once to the bottom of the hollow or corrie, in front. Then, crossing the burn, attack the steep green slope at once, avoiding the scree on both sides and gaining the ridge at the left extremity of the four rocky humps which rise in succession to the actual top. The walk over these humps is rough, but the view on either side is a welcome relief to the wearisomeness of the long grass-slope. The top of the mountain, which is not visible till you are within 2 minutes' walk of it, is marked by a large cairn.

The **view** is most extensive. Westwards it comprises the mass of Ben Cruachan, the twin peaks being both visible. Behind and to the left are the mountains of Mull and a wide stretch of sea, from which rise the Paps of Jura. Southward are the heights between Loch Lomond, Loch Long and Loch Fyne, of which Ben Ine is the biggest. Part of the upper and narrower reach of Loch Lomond is seen backed by Ben Lomond, between which and the twin triangular peaks of Ben More and Stobinian Ben Ledi is the most noteworthy summit. Ben Lawers is in the distance to the left of Ben More, and then all the way round to the west again the horizon is a broken line of huge hill-tops, amongst which, in a direction a little west of north, the flat, bulky brow of Ben Nevis may be distinguished. The precipitous eastward drop of Ben Lui is very grand as seen from the summit.

Descent. Make for the *col* westwards between Ben Lui and Ben-a-Clee; climb the latter—about 400 feet above the *col*—and then proceed due west in the direction of Dalmally. The slope is very gradual at first, and never very steep. A little short of the railway you reach a farm (“Socach”), whence a road crosses the line and enters the main road $2\frac{1}{2}$ miles short of the hotel. There is a very pretty little glen on the right just after crossing the railway.

CRAIG MEGGIE, 3,700 ft.; p. 143.

BEN-Y-GLOE, 3,671 feet. Map p. 140.

From Blair Atholl 7-8 hrs., up and down. Pony and Guide, 15s.

The **Ben-y-Gloe** (the “mountain of the mist”) group of summits attains a greater height than any other in the Eastern Grampians, except that of which Ben Muich Dhui is the culminating point, and the double peak of Lochnagar. Consequently it commands an uninterrupted view to the south and east, and in other directions a prospect only obstructed by the hills above named, and by Ben Alder and Ben Lawers in the west and south-

west respectively. The ascent from Blair Atholl, which is itself 100 feet above sea-level, is long and somewhat complicated, but not difficult. In outline, as seen from a distance, Ben-y-Gloe is the boldest of all the Eastern Grampians.

The Route. Follow the pedestrian track up *Glen Tilt*, as described on page 110, as far as the *Fender Bridge*. Instead of crossing this, proceed by the road which ascends the right-hand side of the burn, and after passing through a wood about a mile long, turn up a track opposite Loch Moraig on the left to *Monzie* (pron. *Monce*) *Farm*, 3 miles from the *Glen Tilt Hotel*. Here inquiries should be made as to the route onward, which brings you in 2 miles to or near the "Shooting Lodge" (1,600 ft.). Thence bear to the right up the glen and cross the stream about the bend, and mount to a "Saddle," whence it is down and up across another Saddle to the top.

Another route, reported easier, is to continue for nearly 2 miles up the road beyond the divergence for *Monzie Farm*, and thence take the *east* side of *Carn Liath* (see map). The distance from *Monzie Farm* to the top of Ben-y-Gloe is about 6 miles.

The mountain has two summits. From the minor one there is a splendid vista down *Killiecrankie*. The general view comprises the *Ben Muich Dhui* group due north, *Lochnagar* north-east, *Ben Alder*, *Schiehallion* and *Ben Lawers* in the west and south-west. Rather east of south the prospect extends down the *Ardle glen* to *Strathmore* and the *Sidlaw Hills*.

The ridge of Ben-y-Gloe continues northwards till it drops into *Glen Tilt*, a mile short of the point at which the *Tarf* is crossed (p. 141). Those who wish to vary the descent in any way should satisfy themselves as to the manner in which this can be done before starting. It is a "far cry" to the nearest place of entertainment on the other side of the mountain.

In descending you may make almost due S. for *Loch Valican* as far as the bed of the stream, down which, after the first tributary, a track can be found, gradually enlarging into a peat-road (capital bathing-pools down this valley).

BEN CRUACHAN, 3,689 ft. (Eastern Peak); 3,611 ft. (Western Peak). Map p. 236.

From Loch Awe Hotel to the Eastern Peak, 3-4 hours. From Taynuilt Hotel to the Western Peak (3,611 ft.), 3-4 hours.

* A station is open at Cruachan Falls, 3 m. from Loch Awe.

Ben Cruachan is one of the grandest and most conspicuous of Scottish mountains. In a tour through the country its twin peaks form a prominent feature in the landscape far oftener than *Ben Nevis* is seen at all. Placed as an outpost of the long and vast array of "huge hill-tops," which extend away northwards into *Sutherland*, it commands a southern prospect only limited by the curve of the earth or the thickness of the atmosphere, while in other directions the belt of loch and valley lying immediately underneath it, enables the eye to jump, as it were, over intervening

space, and grasp the depth as well as the outline of the objects beyond. The fault of the views is, perhaps, the remoteness of the nearest valley scenery, caused by the wide area covered by the mountain itself.

Strange to say, although Ben Cruachan lies close to a most popular tourist thoroughfare, the conditions of its ascent are very imperfectly appreciated. Trusting to the information which he receives below, the tourist starts for his climb with as little anticipation of hard work, as if he were going up Skiddaw from Keswick, or Snowdon from Llanberis. It is not only the steepness of the lower slopes of the mountain, but also the roughness of the upper which calls for this extra exertion. The peaks themselves and the ground surrounding them for a long distance are a stony wilderness, over which no two successive steps admit of the same muscular tension. We make these preliminary remarks with no desire to deter the tourist from what is really a delightful excursion, but to impress upon him the necessity of giving plenty of time to it. Alpine climbers may laugh, but we would caution ordinary people against making the ascent of Ben Cruachan a half-day's job. *Experto crede.*

Of the two peaks, which are a long half-mile apart, the Dalmally (or Eastern one) is the higher by about 40 feet. It naturally commands a finer eastern prospect than its smaller brother, but the latter, lying immediately above the beautiful lower reach of Loch Etive, which it obscures from the higher peak, affords ample compensation to those who choose the less ambitious and somewhat easier climb. Except for the chaotic grandeur of the ridge between the two peaks, the panoramic view would have been greatly improved had Nature thought fit to merge them into one. As they stand, they are like two envious brothers, striving for ascendancy, and each rejoicing more in the other's loss than in his own gain.

An element of confusion was once introduced into the ascent of Ben Cruachan by the one-inch Ordnance Survey strangely omitting to give the altitude of the higher (Dalmally) peak, thereby making it appear that the mountain is single-topped, and that the lower peak, at the Taynuilt end, is the actual summit. The actual height of the Dalmally Peak, as given in the six-inch survey, is 3,689 feet. It is now also given on the one-inch.

1. From Loch Awe Hotel or Station to the highest peak (Cruachan Burn route), 3—4 hrs. This is the more usual route and avoids the "dip" in the one next described. Leave the Oban road about 7 miles from Dalmally and 3 from Loch Awe Station, a yard or two beyond the point at which the Cruachan Burn (for **Falls** see p. 70), passing under the rail and road, falls into the loch. Thence ascending steeply through a wood you will reach a bare and desolate hollow, and, about $1\frac{1}{2}$ miles after leaving the road, come to a shepherd's bridge across the burn. From this point a prominent shoulder of the mountain,

Mel Cuanail, is a good mile away on the left, connected by a ridge with the highest peak. Turning to the left, make for this ridge, keeping near the branch of the burn that comes down from it. Once on it you have only to bend to the right along it and so climb as best you can to the top. This ridge is invisible till you get some distance up the bare and desolate hollow, and several small burns tempt you up on the left. Fairly boggy.

* The writer has not himself ascended by this route and only gives the description as a rough sketch of what he has heard from those who have.

2. From Dalmally or Loch Awe to Taynuilt over Ben Cruachan, 6-7 hours. Sound-winded pedestrians with a fair capacity for climbing may add greatly to the interest of the excursion, and very little to the fatigue of it by following the main ridge of the mountain almost the entire way from Loch Awe or Dalmally to Taynuilt, or *vice versâ*. This plan has several advantages, the chief one of which is that it brings before the eye every feature of the mountain in succession, affording a much more changeful and protracted prospect than the ordinary route.

The Route.—From Dalmally take the Oban route for $2\frac{1}{4}$ miles, as far as the bridge over the river *Strae*, beyond which cross a boggy moor to a farm-house called *Castles*.* The ridge which has confronted you all the way from Dalmally is not Ben Cruachan itself, but an eastern buttress of it. The actual top lies about $1\frac{1}{2}$ miles further back, and is not visible until the top of this first ridge is gained. This may be done by climbing either of the green slopes which shoot up before you, as you stand in front of the “Castles.” They enclose a deep valley between them, and form a triple peak at its head. Another valley and another offshoot of Ben Cruachan appear to the left.

From the “Castles” make for the stream in front and follow its course upwards for a short distance till it forks. Cross the right-hand branch by a foot-bridge and then, if you have chosen the right-hand slope, attack it at once; if the left, follow the stream again (the left-hand branch) as far as a second fork, and there commence the steep ascent. This route up the left hand slope is not quite so steep to begin with as the other, but it is rather longer. There can be no losing the way in either case, as the top of the ridge is kept throughout, and the two routes converge on the highest of the three peaks at the head of the valley. During the ascent the retrospect over the pleasant little Dalmally strath, with its church popping up above the trees, and the noble outline of Ben Lui in the background, tempts us to indulge in many a halt, and if we gain our beacon point ahead in much less than three hours from Dalmally, we have done well. Another long and laborious hour is required to place us on the top

* From *Loch Awe Station* follow the Dalmally road for a mile, and then walk along the north side of the burn till you join the Dalmally route in the field beyond “Castles.” Quarry-works and tram-lines make this bit confusing. “Go as you please.”

of Ben Cruachan. There it stands far away in front and separated by a mile-and-a-half of country which would send our bootmaker into a delirium of delight. First comes a sharp descent of a few hundred feet over ground thinly strewn with boulders, and then a causeway of granite blocks, enough, if cut into conformable shapes, to pave the streets of London. On the left, at the foot of a steep rocky slope, the Cruachan Burn slips down its lonely glen. Beyond it Loch Awe meanders river-like mile upon mile, through what appears from its surface to be hills of no inconsiderable stature, but from this towering height are mere undulating plains. Those who have seen Windermere from High-street may fancy that they look upon its Scottish counterpart from this point. But the scene illustrates the faults as well as the virtues of Scottish scenery. The lake itself winds away to its furthest end in a succession of the most graceful curves that give it a far better title to the epithet "river-lake" than Windermere possesses, and its shores are nowhere barren or uninteresting, but the surrounding country straggles far and wide, wearing a sort of slipshod characterless look which contrasts strikingly with the compact beauty of English lakeland.

A strip of the upper reach of Loch Etive gives a partial animation to the otherwise desolate scene northwards, while in front and close at hand a "huge nameless rock" seems as if it would defy even a mountain sheep to obtain food or footing on its jagged edges. Our route onward, after descending to a small *col*, lies to the left of this rock, and then on to the ridge once more, presenting no particular difficulty until the foot of the last steep pitch is reached, where a sheer drop of considerable depth must be avoided by dipping for a few yards down a little gully on the left, two or three feet wide, and working round by the chinks of a sloping block of granite. Before the summit is reached another *détour* in the same direction is necessitated by the size and upright position of some of the boulders.

View from the Top. A great part of this has been already described during our long ascent. The whole of the upper reach of Loch Etive has disclosed itself, and beyond it rise Buchaille Etive, the southern warder of Glencoe, and Bidean-nam-Bian, the crowning height of the same district. The flat bulky brow of Ben Nevis cuts the northern horizon, and then comes Loch Linnhe, backed by the hills of Morven and Ardgour. The other peak of Ben Cruachan cuts short a deal of the western view, but beyond it Mull and its Sound are seen, and the Atlantic in the distance. In the south-west the Paps of Jura are prominent, and the Arran Peaks rise out of the Firth of Clyde farther south. Then, veering eastwards, the eye traces the outlines of the Cobbler, Ben Lomond and Ben Vorlich to the right, and Ben More to the left of the comparatively close at hand Ben Lui. Further away, and rather north of east, are Ben Lawers and the sharp peak of Schiehallion, succeeded by Ben Alder and, may be, a shade, almost blending with the sky, of Ben Muich Dhui and his companion heights.

Neither Oban nor Dalmally is visible. Loch Nell, seen south of the Taynuilt Peak, with the salt-water Loch Fechoan behind it, looks very pretty.

Such as wish to return to **Loch Awe Station** or **Dalmally** by the ordinary route must make their way down by one of the ridges into the glen which has been so long visible during the ascent. Once there they must keep the burn on the left, and they will reach the high-road after a final steep drop through a wood, at a point 3 miles from Loch Awe Station, and 7 from Dalmally.

The road onward to the **western (Taynuilt) peak** is a further test of one's bootmaker's qualities. Nonconformity is still the creed of the earth's crust. The dip, however, is only 200 or 300 feet, and the journey will not last more than half-an-hour. The view is perhaps finer from this peak than from the higher one, inasmuch as it is obstructed by nothing westwards, whereas the Dalmally top has buttresses of nearly equal height on both sides of it. Oban is still hidden by the low hills just in front of it, but a wide prospect opens up over the loch beyond, with its islands great and small, the mountains of Mull crowned by Ben More being a strong feature. Dunstaffnage Castle, too, on the south shore of Loch Etive, is visible.

The **Descent** for **Taynuilt** now commences at once. Turn left down the ridge, and from the foot of the rough part of it bear away to the right, following a downward course towards the narrow part of Loch Etive at Bunawe. Where the slope into the *Pass of Awe* on the left ceases to be uncomfortably steep, turn again in that direction, and, bearing back, enter the high road by a farm-track, which joins it a few yards east of the *Bridge of Awe*, after passing under the railway. From the bridge to the Taynuilt Hotel is $2\frac{1}{2}$ miles.

3. From Taynuilt to Dalmally over Ben Cruachan.

After the foregoing description, it is only necessary to give the salient points of the route taken in this direction. The way generally recommended is by the burn, about $\frac{1}{2}$ mile beyond the Bridge of Awe, but this is cruelly and unnecessarily steep to begin with. A more comfortable way is as follows:—

Turn sharp to the left up the farm-road just beyond the *Bridge of Awe* ($2\frac{1}{2}$ m. from Taynuilt); then work back round the slope of the hill, breaking its steepness by a considerable *détour*. From the top of the steepest part bend to the right. You will soon see the Taynuilt peak high up on the left. Make for the bottom of the steep part of its southern spur, on reaching which climb up the boulders. From the summit you will see the higher and still steeper Dalmally peak a long half-mile to the east. The way to it is still over rough granite boulders. Having attained it, you may descend by the ridge into the desolate valley beyond on the right, and make your way down the Cruachan Burn (as described in the ascent from Dalmally).

To reach Dalmally direct continue along the ridge eastward, making a small *détour* to the right at first to avoid the perpen-

dicular blocks, and another in the same direction a little way further, where the direct route seems blocked by a little precipice. Continue along the ridge, and then skirt the right-hand side of a wild rocky projection stretching northwards. Beyond this, cross a little *col* and ascend the steepish boulder-strewn height beyond. From the top of this Dalmally appears in front, 5 or 6 miles away, and you may reach it by continuing along the ridge straight in front of you, or by working round to the right over another height or two of equal elevation, but separated by very shallow depressions, and dropping down the next green ridge. The two routes converge at a foot-bridge close to the confluence of two burns, about half-a-mile short of a farm-house called the *Castles*. From the foot-bridge, if you want to reach **Loch Awe Hotel**, keep the side of the stream till you join the high-road a mile north of the station and hotel; for **Dalmally**, pass in front of the Castles and across the rough moor to the bridge over the *River Strae*, 2 miles short of the village.

SCHIEHALLION, 3,547 ft. Map p. 138.

From Kinloch Rannoch, 2 to 3 hrs. From Tummel Bridge, 3 to 4 hrs. From Weem or Aberfeldy, 4 to 5 hrs.

Whether to look at or from, Schiehallion is one of the finest of Scottish mountains. As seen from other eminences its cone is always a graceful and distinctive object in the view, while its commanding position over the strath which extends from Loch Tummel to Loch Rannoch imparts to the view from it a diversity that contrasts strongly with that obtained from many Scotch mountains of greater altitude. The ascent may be included in a walk between any of the three places mentioned above, and good pedestrians need not be afraid to make it in the course of the walk from Kinloch Rannoch to Pitlochry or *vice versa*. There is good accommodation at the end of any of the routes.

1. From **Kinloch Rannoch**. Cross the river at the village, and proceed along the road for two miles to the farmhouse of *Tempar*. Hence ascend by the *Tempar Burn* until you are underneath the cone, and then climb to the summit. The last part is fairly but not awkwardly steep.

2. From **Tummel Bridge**. (a) Follow the Aberfeldy road for four miles until the by-road from Kinloch Rannoch converges beyond *Loch Kinardochy*, and $\frac{1}{2}$ m. short of the little public-house at *White Bridge*. Thence skirting the north side of the little hill behind the public-house proceed due westwards, and climb by the ridge all the way to the top. (b) See 4.

An alternative route is to proceed from White Bridge for about 2 miles on the Kinloch Rannoch road, and then turn up for the ridge at the Braes of Foss farm, where cycles may be left.

3. From **Weem**. Follow the Tummel Bridge road (p. 136) for about 8 miles until the course of the *Keltney Burn* strikes away to

the left, and a farmhouse comes into sight a little way ahead on the left of the road. From this point cross a small tributary burn, and proceed by the side of the Keltney Burn for about $1\frac{1}{2}$ miles. At the point where the latter bends still more to the left go straight on up the ridge till you reach the top. It is a rough climb.

4. From **Pitlochry**. This is also the *shortest* way from **Tummel Bridge**, the two converging at the Dalolst Mill. Take the mail-car (p. 138) or Rannoch coach from Pitlochry to *Bohally Ferry*, $1\frac{1}{2}$ miles E. of Tummel Bridge; cross the ferry, and make for the mill at Dalolst, and just beyond cross the road from Tummel Bridge, and, passing through a gate by the mill-stream, follow a path for about 2 miles to the farm Tigh-an-t-socaich. Thence follow a burn a short distance, and then cross it, and make for the ridge. Time, 5 hours up and down from Bohally.

View from the Top. The feature of this is Loch Tummel and the glen beyond it, through which the river Tummel makes its way into the Garry, near Pitlochry, and beyond which Ben Vrackie rises to a graceful peak. In the opposite direction a part of Loch Rannoch is seen, and the "sugar-loaf" mountains at the head of Glencoe. Northwards over Strath Tummel, the dull line of the Eastern Grampians is only relieved by Ben-y-Gloe, rearing itself on the far side of Glen Tilt which is visible above Forest Lodge. The loftier mass of Ben Lawers shuts out a good deal of the prospect southwards.

The **Descents** need little description. For *Kinloch Rannoch*—steep and rough during the first part—take a north-westerly direction, and descend to the road by the *Tempar Burn*; for *Tummel Bridge* (a) follow the eastern ridge as nearly as may be all the way to *White Bridge*, where you hit the high-road 4 miles from your destination, and after a slight intermediate rise, or (b) follow the route described in ascent 4; for *Weem*, direct your course a little south of east, reaching in about $2\frac{1}{2}$ miles the *Keltney Burn*, by following which you will join the high-road near the top of the pass, and about 8 miles from the *Weem Hotel* and 9 miles from *Aberfeldy*. For Pitlochry it is well to remember that the Rannoch and Pitlochry coach passes Tummel Bridge Hotel about 3.30. Of course, there *may* not be room.

BEN VORLICH (Loch Earn), 3,224 ft. Map p. 79.

From *Locheearnhead Hotel*, $2\frac{1}{2}$ -3 hrs. Also practicable, but tiresome, from *Kingshouse Inn*.

This mountain, which is such a conspicuous object during the railway journey from Stirling to Perth, presents no difficulty.

Follow the south-shore road of Loch Earn as far as *Ardvorlich House* (p. 81) and Burn (4 m. from *Locheearnhead Hotel*). Thence

ascend on the near side of the burn until you can conveniently mount the ridge on the right hand. By this ridge you will easily reach the summit.

The view spreads eastwards down Strathearn and across Strathallan to the Ochils. Southward Stirling Castle and the mazy Forth are seen. In the south-west Ben Ledi and Ben Lomond play prominent parts, but not so prominent as Ben More, with its two truncated cones, a little north of west. Close below we have a broadside view of Loch Earn, and over the hills on the other side of the lake Ben Lawers rises high and massive, with Ben Chonzie (Ben-y-Hone) nearer at hand to the right. The full length of Loch Voil is seen westward.

An interesting but very up-and-down descent may be made to the *Kingshouse Inn*, and the tourist who does not mind a few extra miles' walk may avoid the last intermediate rise by dropping down the valley to *Loch Lubnaig and Callander*.

BEN LOMOND, 3,192 ft. Map p. 197.

From Rowardennan, 2-3 hrs. From Inversnaid, 2½-3½ hrs. From Aberfoyle, 3½-4½ hrs.

Pony and guide from Rowardennan, 10s. (8s. to stayers at hotel) : Guide only, 6s. & 5s.

Next to Ben Nevis, **Ben Lomond** is the favourite mountain climb of Scotland—a distinction due as much to its remunerative character as to the accessibility of the mountain itself. Rising from the outskirts of the Highland country, and commanding a large portion of the most famous of Highland lochs, Ben Lomond affords a beauty and diversity of prospect with which few of its rivals, greater or less in height, can successfully compete.

The easiest and best ascent of Ben Lomond is that from Rowardennan, though active pedestrians will enjoy the more laborious, but less hackneyed one from Aberfoyle. The route from Inversnaid is more shut in than the other two. We recommend an ascent from either of the two first mentioned places and a descent to Inversnaid. By this plan the best of the scenery is kept in front more than by any other. In any case the tourist who wishes to economise time should choose a different route for the descent from the one by which he goes up.

The Ascent. (1) *From Rowardennan.* The pony-track, a rough one, commences opposite the hotel and climbs for some distance in a direction considerably to the right of the summit. On surmounting the ridge between Loch Lomond and the Loch Ard valley, about 1,500 feet above sea-level, it turns northwards and proceeds in a more or less direct line for the rest of the way, at first by a gradual ascent over a boggy moorland, where the route is not particularly well marked, and then slightly zigzagging by a steeper pitch to the top of the mountain.

(2) *From Inversnaid.* Cross the Inversnaid Burn and proceed through the wood for about 3 miles to the farm-stead of *Rowchoish*,

Original of 13

1800-1801

1802-1803

1804-1805

VIEW MAP FROM BEN LOMOND



English Miles

J. Bartholomew Esqr

keeping near the shore of the lake all the way. From Rowchoish the ascent is steep for about a third of the way up ; after which it is more gradual until the foot of the cone is reached. The direction from Rowchoish is first to the left and then, on gaining the ridge, to the right, working round the depression of the Culness burn on the left.

(3) *From Aberfoyle.* This ascent is commenced by a walk of more than 4 miles along a carriage-road to the west end of Loch Ard, as described on page 57 in the route from Aberfoyle to Rowardennan. Directions for the ascent are given on page 58.

View from the top. The best point about the view from Ben Lomond is that it includes a large extent of lowland as well as of highland country. Loch Lomond is, of course, a striking feature, but hardly to such an extent as would be anticipated from its relative position, and the extent of its surface visible. The mountain rises from the side and not from one end of the lake, and consequently there is no lake-vista, if we may use the term,—such as charms the eye of the traveller who sees Loch Awe from Ben Cruachan ; Loch Tummel from Ben Vrackie ; Windermere from High-street, or Thirlmere from Saddleback. The lower end of Loch Lomond, again, as seen from Ben Lomond presents a straggling appearance, the component parts of the view lacking proportion. Perhaps the most beautiful object in the prospect is Loch Ard, the full length of which is seen cradled in an amphitheatre of beautifully wooded hills.

The mountain-view commences in the south-west with the peaks of Arran, which rise above and below the lowest reach of the Clyde ; then, as the eye traces the horizon from left to right, it encounters nothing but a succession of bristling hill-tops till Ben Venue and Ben Ledi sink down to the plain of the Forth almost due east. Across the lake Ben Vorlich, Ben Ime, and the fantastic "Cobbler" are seen close at hand. Beyond them in the distance rise the twin peaks of Ben Cruachan. Ben Lui is just over the head of the lake, and to the right of it the triangular crest of Ben More asserts itself more than any other mountain in the panorama. Between the last two and nearer to the former the top slice of Ben Nevis may possibly be seen. The Loch Earn Ben Vorlich rises to the left of Ben Venue, and further away, in a direction more north, Ben Lawers rears himself conspicuously above his fellows. If the sun is lighting up the landscape in the south-east, the windings of the Forth through its rich and level strath are a great relief to the eye, which may be somewhat wearied with the heavy monotony of the northward prospect. In this direction (S.E.) the Castles of Edinburgh and Stirling and the Firth of Forth are also visible. Southwards the so-called Lowlands rise to a height of more than 2,000 feet in the isolated Tinto Hill and in other heights which cluster round St. Mary's Loch, and the cradle of the Clyde. Far away W.S.W., considerably to the right of Arran, the Paps of Jura may be detected.

The Descent. (1) *To Rowardennan.*—Follow the ridge which for a short distance takes a south-easterly direction and then goes nearly due south for almost 2 miles. If the weather be misty take care neither to drop down too soon on the right nor to get among the burns which descend to Aberfoyle on the left. On the less steep part of the mountain the track is often rather vague.

(2) *To Inversnaid.*—Take the general direction of the Tarbet Hotel, which is visible from the top over the western buttress of the mountain. When the hotel disappears, continue in the same direction over the comparatively level ground as far as the ridge; thence bend to the right and keep to the ridge until Rowchoish is in a line with Tarbet. The descent to Rowchoish is simple. Hence a track, in places indistinct, runs parallel to the shore all the way to Inversnaid (3 m.). Hug the shore.

(3) *To Aberfoyle.*—We have never made this descent, and we cannot speak with certainty about the first part of it. It is commenced by following the Rowardennan track for about half-a-mile, as far as the bottom of the steep part, after which we believe there is no difficulty in descending the ridge, as marked on the map, to the shieling at *Comer*, whence pursue the track to the west end of Loch Ard, where you will enter the carriage-road fully 4 miles short of the "Bailie Nicol Jarvie" at *Aberfoyle*.

BEN MORE (MULL), 3,185 ft., p. 253.

SCUIR-NA-GILLEAN (Isle of Skye), 3,183 ft.

"Peak of the Young Men," Map p. 267.

From Sligachan Hotel, up and down, 5-6 hours.

The **Cuchullin**, *alias* the **Coolin Hills**, are the roughest mountains to climb in Scotland. Practically, Scur-na-Gillean is the only one ascended by tourists. The ascent is in some ways a remarkable one. Though, perhaps, the hardest of ordinary ones in Britain, it does not absolutely require a guide. Far better, however, to take one, and no sensible tourist will go up alone, nor think of making the excursion in anything but clear and trustworthy weather. The route is excessively steep in places, but its rocky character, making it often resemble a rude staircase, renders slopes which would otherwise be almost impossible to climb comparatively easy. It is commenced by following the road westward from the inn for a short distance, after which a low spur of the mountain is crossed, followed by a slight descent, and a rough steep climb to the ridge which extends eastwards from the summit. From this ridge the summit is gained by a continuous scramble up rocks, so rough and steep that hands as well as feet have to be constantly used. Sticks of any sort should be left behind when the base of the cone is reached. A little short of the summit a

boulder, larger than the rest, requires extra care, as a false step would be disastrous. The top itself is a crag of limited area, on reaching which the climber may feel somewhat apprehensive as to how he shall get down again. The descent, however, will probably be found easier than the ascent.

From the summit the **view** is more extensive and wild than varied. There is no pleasant greenery of wood or vale to relieve the sterner features of the foreground, but for this is substituted an extraordinary boldness and grandeur of rock-scenery, while the wide expanse of sea, backed by striking mountain-shapes, and varied by the most irregular of coast-lines, atones for the lack of contrast in vegetation. Eastward, immediately beneath, the eye looks down into the rock-strewn depths of Hart-o'-Corry, beyond which the rival peaks of Bruch-na-Fray and Scur-na-Banatic rise to almost as great a height as Scur-na-Gillean itself. To the south-east the neighbouring craggy height of Blaven has a magnificent appearance, and to the right of that mountain the sea appears, with Eigg and other islands rising from it. Northwards, the Storr Rock, with the needle-shaped Man of Storr on its right, is seen, and to the left of the same mountain, far away across the ocean, rise the hills of Harris. The coast of the mainland presents a long broken line of rugged peaks. Portree, partly visible, is between us and the Storr.

The "Pinnacle" route for which a guide (16s.) is necessary, "gives a pleasant taste of rock-climbing with rope."

The **Circular Tour** of the **Coolins** can only be mentioned out of deference to the more experienced members of the Alpine Club.

*** To experienced mountaineers our description of this particular mountain may appear ridiculous. We are writing, however, for ordinary people like ourselves, and in so doing, we wish to emphasize the fact that the ascent, though safe enough with proper precautions, is not one in which a mistake is easily rectified, or carelessness attended by a slight penalty. In 1870, a gentleman was overtaken by darkness near the top and lost his life. Another serious accident occurred a few years back. *Verb. sup.*

Some years ago, the writer saw from Scur-na-Gillean one of the few remaining eagles in Scotland. The following extract is from the papers of June, 1881: "An eagle was trapped a few days ago in Skye. It measured nearly seven feet from tip to tip of the wings. A few of these fine birds still breed in two or three parts of the island, but several of them have been trapped within the last few days."

BEN LEDI, 2,875 ft. Map p. 49.

From Callander, 2½ to 3 hrs. Pony and guide, about 10s.

Mr. Robertson, in his "Gaelic Topography of Scotland," tells us that this mountain was dedicated to the god "Bel" or "Baal," whose worshippers were wont to assemble on it annually on the 1st of May, and to receive from their Druids the "need fire" with which they rekindled their domestic fires, having previously put

them out for the purpose. Its smooth green summit, like that of High Street, in Westmorland, where annual fairs used to be held, was certainly well suited to the ceremony. Modern civilisation and hurry-scurry have quite knocked out of the head and minds of the people all thought of holding such grand hill-gatherings now-a-days, and the tram-car and the tea-garden have superseded the fell-stick and the mountain-top. Wales, appropriately enough, supplies us with the longest survival of this time-honoured custom. On the first Sunday in August, the swarthy toilers of the Merthyr district were wont, till a few years back, to climb the two-thousand-five-hundred-odd feet which lie between them and the fine red-sandstone summit of the Brecon Beacon.

The name Ben Ledi is possibly from the Gaelic *Bein Ledia*, meaning the "Hill of God."

Ascents. The ascent of Ben Ledi is easy throughout, and the view from the top has that peculiar charm which characterises the frontier heights of mountain districts.

(a) The easiest route is by the Trossachs road as far as *Coilantogle Farm*, a good $2\frac{1}{2}$ miles from Callander (rather shorter by the pleasanter route, *p.* 49), and thence along the ridge over slopes of alternate heather and bracken to the summit. This way calls for no further description. A far more interesting one is the following :—

(b) *By the Pass of Leny.* Follow the Lochearnhead road for nearly three miles, as far as the northern end of the pass (*p.* 65). Then, where the road, rail, and river are close together, cross the river by an iron bridge, and the rail at a level crossing. A rough foot-track strikes sharply up the knoll on the left hand at once. Ascend by this, bending to the right round the knoll, the top of which is crowned by a small cairn. Hence is a beautiful little view in both directions. Northwards the lower reach of Loch Lubnaig is seen, and southwards through the woody dingle of the Leny Pass appear the Teith and Callander Bridge, as truly Turneresque a prospect as any in Britain. The bridge continues to be a more or less prominent feature in the scene during the whole ascent.

The rocky escarpment of Ben Ledi itself now appears directly before us. Beneath it you will notice a few yards of a winding track about a quarter-of-a-mile ahead. Make for this track, and when you have climbed it, turn to the left so as to get on to the main ridge at the south end of the scarp and nearly a mile from the summit. About the point where the ridge is gained there are some iron railings. Looking back during this part of the climb you may see, through a dip in the hills on the far side of Loch Lubnaig, the crowning height of Ben Lawers. To the right of it, and nearer at hand, is the Loch Earn Ben Vorlich. Southward

the Teith valley opens out to Stirling, the Wallace Monument on its lofty pedestal of rock and greenwood, and—if the day be clear—to the Castle of Edinburgh, Arthur's Seat and the Pentlands.

When once the ridge is gained, turn to the right and an easy grass-slope takes you to the top of the mountain. The **view** is fine and more varied than that from the generality of Scotch summits. Callander Bridge is still, perhaps, its most telling feature. Beyond it the windings of the Forth may be seen with the Ochil range on their left. Nearer at hand are Doune Castle and Dunblane Cathedral. Eastwards, over the uplands of Uamvar, the prospect is somewhat monotonous and only relieved by the rich heather-tints, when that plant is in bloom. In the north and west rises an endless billowy range of Highland hills. Ben Lomond displays by no means his most pleasing outline, being conspicuous by three small lumps. To the left of him Goat Fell, in Arran, may be discerned, and to the right of him the "Cobbler" somewhat resembles in profile a cat's head, the ears being prominent. Then further north rise the two peaks of Ben Cruachan, some way apart as seen from here. Ben Nevis, whose real height is never appreciated except by those who climb it, shows a curved outline terminated southwards by a peak, in the extreme distance and beyond the triangular-shaped summits of Ben More and Stobinian. The two last named, almost close at hand, are easily recognised by the V-shaped depression between them. Ben Lawers is the most prominent peak northwards, and to the right of it the tame outline of the Ben Muich Dhui group cuts the horizon.

The *lakes* visible are Lubnaig, Menteith, Vennachar, Achray, and the upper and most uninteresting end of Katrine. Beyond Vennachar and Katrine respectively, the tarns of Drunkie and Arklet are seen.

Descents. The simplest and most direct descent is down the ridge southwards to *Coilantogle Farm*, $2\frac{1}{2}$ miles from Callander, on the Trossachs road. Thence the pleasantest route into Callander is by the bridge which crosses the river nearly a mile below Loch Vennachar, and past the shell of the Hydro', whence a short field-cut takes you close by the junction of the Teith and the Leny to Callander Bridge.

Those who wish to extend their walk may keep along the ridge of the mountain a few hundred yards northwards and then descend south-westward to the farmstead of *Achnahard* in *Glen Finglas*, visible all the way. Hence a cart-road leads to the *Brig of Turk*, *Duncraggan*, 7 miles from Callander and $1\frac{1}{2}$ from the Trossachs Hotel. This circuit will require an additional two hours.

GOAT FELL (Isle of Arran), 2,866 ft. See page 188.

BEN VRACKIE, 2,757 ft. Map p. 138.

From Pitlochry, 3½-4½ hrs., up and down. Pony and Guide, 15s.

This is quite a ladies' excursion from Pitlochry, and as pretty and remunerative a one as any in Scotland. It may be turned into a tour by descending to Killiecrankie Station and returning to Pitlochry through the Pass of Killiecrankie—an easy walk of 5 or 6 hours.

In starting from Pitlochry take either of the roads leading up to Moulin (*p.* 123). At *Moulin* take the left-hand turn behind the inn, and continue along the road, which soon degenerates into a rough cart-track, till trees and cultivation are left behind ($\frac{3}{4}$ hr., 1,100 ft.). The cart-track continues, but corners are cut off by climbing alongside a broken-down wall to a depression a mile further, in which there is a gate. Then (*a*) you may either keep to the cart-track and drop 100 feet to a valley from which, by the side of a wire fence, you gain the ridge nearly a mile south of the summit, or (*b*), you may follow a track to the left, which enables you, without descending, to gain the top by a steep green hollow just south of it. We recommend (*a*) for the ascent, and (*b*) for the descent.

The strong points of the **view**, which is an exceedingly delightful one, are the Garry valley up and down, and the vista up the Pass of Tummel—the latter, however, not so perfect as from Craigour (*p.* 123)—to Loch Tummel, Loch Rannoch and, in clear weather, the Buchaille Etives, or "Sugar-loaf mountains of Glencoe." Schiehallion rising on the left, above Strath Tummel, is a fine object, and some way to the left of it is Ben Lawers with the twin peaks of Ben More peeping over its left shoulder, and the Loch Earn Ben Vorlich still more to the left. The two masses of Ben-y-Gloe block a deal of the northward prospect, but between them one of the Muich Dhui group may be detected. To the right of them Lochmagar and Glasmeal are the chief heights, and southward, in clear weather, Arthur's Seat may be seen just left of the Ochils.

The descent to *Killiecrankie* is due west, and rather steep at first. The distance is nearly 3 miles, and another 4 from Killiecrankie to Pitlochry (or 3 to Blair Atholi). There is no inn at Killiecrankie.

MOUNT BLAIR, 2,441 ft. See p. 88.

THE STORR ROCK (Isle of Skye), 2,341 ft. Map p. 273.

From Portree, up and down, 7-8 hrs. Ponies can be taken to the bottom of the cliff, 1½ miles from the top.

Climbing about the hills north of Portree is, owing to their peculiar character, laborious work, and were it not for the exceptional strength of the view from the Storr Rock, we should not

advise tourists to ascend it. The distance from Portree to the summit is accounted seven miles. The path is for the most part rough, and at times swampy, and for a time is objectionable to the tourists in the same way that a high-priced claret has been said by *Punch* to be objectionable to a country farmer, viz., in getting him no "farrarder." To accomplish the journey there and back in seven hours requires very fair walking, and the sooner in the day a start is made the better, certainly not later than mid-day. We offer these words of warning, because the comparatively small height of the Storr Rock, and its apparently small distance from Portree, are apt to create an erroneous impression of the time and fatigue of the journey.

These drawbacks are more than compensated for by the excellence of the prospect from the summit.

There is probably no finer mountain and sea-view in the north of Scotland. Its exceptional attractiveness is due to the fact that, as in the prospect from Goat Fell, in Arran, the distance is to a great extent separated from the foreground by a wide belt of sea, itself saved from wearisomeness by the rocky islands and islets with which it is studded. There is no huddled-up array of intervening mountains to prevent the eye from grasping depth and height as well as distance. Further, the top story of the Storr Rock is a soft, velvety, greensward—a charming spot to spend hours, even to pic-nic upon—be the day warm and bright, and the wind no stronger than the gentle Zephyr. In bad weather, it is as foolish as it is discomfiting to attempt the ascent.

The foot of the rock, or rather of its lower cliff, may also be reached in a row-boat from Portree, by prolonging the excursion to Prince Charlie's Cave some two miles. A landing is effected on the stony beach, whence the ascent is very steep nearly all the way, the climber during the last part of it taking his choice between the Portree route, as described below, and a *détour* round the north side of the rock; $1\frac{1}{2}$ hours should be allowed for the climb.

* * * The broken swampy character of the country all about the Storr Rock makes it a particularly unsuitable one for "fancy" excursions, and the only other expedition in this direction that is at all tolerable is the coast-track to Steinscholl Inn, described on page 261.

The Ascent. Leave Portree by the lane which strikes away from the north side of the square past the new church. In less than half-a-mile go through the gateway fronting you, leaving the farmhouse on the left, and taking the cart-track which bends to the right, and, after passing through two more gates, take the left turn. A few yards further leave the farm-track and follow the footpath, which begins by crossing a tumble-down wall fence, on passing through which there appear to be two or three paths; avoid these to the left and keep the right-hand one, which starts almost parallel with another old wall. This is the track to the Storr, and is fairly traceable throughout. It passes over the nearest

of the dreary-looking hills in front, leaving two higher ones, which form part of the original upper cliff, on the left hand. From the summit of this hill the Storr, recognisable by its square-cut top and its Needle Rock, the veritable "Old Man of Storr," appears in front, while the peak and ridge of Scur-na-Gillean have a very imposing presence in the rear. The path now descends again to within a short distance of *Loch Fadda*, the first of two desolate tarns lying in the bed of the valley between the two cliffs; the other, *Loch Lethan*, is passed shortly afterwards. The question is now at what point to climb the upper cliff of which the Storr itself forms the crown. The best plan is to leave the pony-track at the far end of *Loch Lethan* and make away to the left over a succession of grassy humps for a stony little ravine, whence the ridge of the cliff begins to rise steeply for the mountain-top. A scanty rill flows down this ravine into *Loch Lethan*. The climb up is short and steep, but its roughness makes it quite feasible. Once on the top you have only to mount the long grass-slope which bends round the tremendous black precipices forming the seaward front of the hills. From the fresh green hillocks below rise the Old Man, very gaunt and bony in his proportions, and a host of humble dependents. Many tourists who shrink from the fatigue of the Storr itself would enjoy a visit to the worthy old gentleman's verdant *al fresco* dwelling, and they may ride their ponies to his very door step—let them, however, take their own provisions!

View from the Top.—This is chiefly remarkable for the extent and variety of the land-and-sea outline. There is sea in almost every direction, fringed by picturesque shore-lines. Northward, the prospect extends into Sutherland on the right, and to the Butt of Lewis on the left. In a line with Stornoway rise the basaltic Shiant Islands, the boldly peaked hills to the left of which belong to Harris. Still further in the same direction, North and South Uist stretch away till they become undistinguishable from the sea. Southwards, and only far enough to allow a full view of their stature, the Coolins lift their deep-riven ridges to the sky. Over the hollow to the left of them, the strip of level-topped ridge is a part of the Scur of Eigg. Then Blaven rises conspicuous over the remaining Skye mountains. Turning to the mainland, such a long array of hill-tops greets the eye as would make enumeration tedious, if not impossible. The chain extends from the Lochinver Sugarloaf (*Suilven*), in the north, to Scour Ouran (the highest of three pyramidal peaks) in the south, numbering in its course the hills of Lochs Maree and Torridon, of Applecross and Loch Alsh. A long, level promontory, north-eastwards, intervenes between the Gairloch and Loch Ewe. Raasay, with its square-topped table (called Duncan Hill), is just below, and over its southern extremity are the Straits of Kyle Akin, the prospect in this direction being of a most picturesque character. Looking westward again, you will see two other perfectly flat-

topped hills. These are "Macleod's Tables." Macleod of Macleod is of Dunvegan Castle, and in these parts "monarch of all he surveys." His ancestors entertained Doctor Johnson, and besides making Tables of his highest hills, he has also Maidens out at sea, just beyond the point south of the Tables. The Tables, as landmarks, are as much beloved by mariners out at sea as the Maidens are feared for their treachery.

Those who wish to proceed to Steinscholl must descend the mountain from the cliff, which goes on northward, and regain, as well as they can, the pony-route which they left at Loch Lethan (*see p. 261*).

In **the Descent to Portree** a variety may be made by proceeding beyond the little stony ravine, and over the next brow of the cliff till you come to a hollow in it, beyond which it rises again abruptly to some steep rocks. From the hollow the way is plain enough down a moderately steep heathery slope, towards the bottom of which it is best to keep well up the side of the hill for a little time, making for a triangular-looking boulder which rests isolated on the moor some way ahead. On the way to it you cross a little patch of the greenest grass, and beyond it you reach the pony-track in the vicinity of *Loch Fadda*. If you linger on the road till darkness comes on, you will lose your way in the last few miles.

The Outer Hebrides.

Every one visiting these islands should provide him with Bartholomew's coloured contoured maps of them, 2s. each. Sheets 14 and 18 contain all that is described in this section; Sheet 23, the "Lews;" and Sheet 19, Skye.

The ocean area measuring about 100 miles N. to S. by 60 E. to W., which is traversed in a visit to the Outer Hebrides, deserves a far greater measure of patronage from tourists than it has hitherto obtained. In variety of landscapes and seascapes combined there is nothing in Europe to surpass it except the coast of Norway, and perhaps the land-hugging route from Oban to Gairloch and Lochinver.

Our little sketch-map opposite shows all this area except the portion of Harris and Lewis between Tarbert and Stornoway. Over this bit there is no regular steamer-route, and the scenery towards Stornoway drops off greatly in interest. The splendid trips between Oban, the east side of Skye, Gairloch, Ullapool, Lochinver, and Stornoway are described in other parts of this volume. We are now dealing with the west coast of Skye and all the outer islands except Lewis (the "Lews").

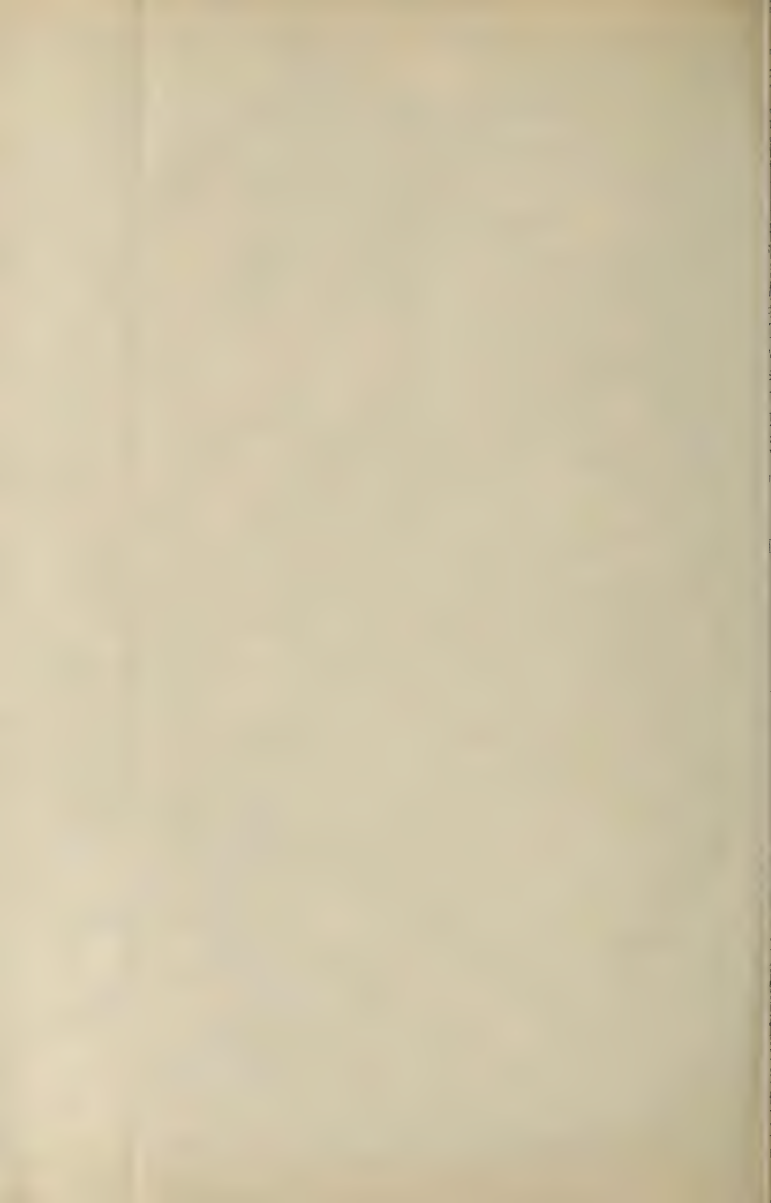
The **means of communication** between Glasgow and Oban with these outlying parts has of late years been greatly increased, mainly owing to additional mail-services having been put on from Oban. Embarking at Glasgow or Greenock, the tourist may enjoy five or six days' sail in these attractive regions for just as little or much more than three pound ten as he chooses. From Oban he can get an excellent notion of the district in two days. Considering the contingencies of bad weather, darkness, and other drawbacks, he may profitably double or treble that allowance.

Except for sportsmen, with whom the hotels are usually well filled throughout the season, the islands themselves offer few inducements to linger on them. The walking is monotonous, and cyclists will find such a large proportion of the roadways metalled with fine sand that, perhaps, the pleasantest method of progression is to tie your shoes and stockings to the machine and push it.

The **various routes** are described in the following pages. The mail-boats leave Oban every week-day morning. Another boat leaves Portree three times a week. Both services call at Dunvegan in Skye, and Lochmaddy in North Uist, affording opportunities for a change from one to the other. If you stick to the same boat, you are back in Oban in the afternoon or evening of the day after leaving it. Otherwise, to get the best of the scenery in the shortest time, we recommend the following round: First day (*Tu.*, *Th.*, or *Sat.*), Oban to Dunvegan or Lochmaddy by mail-steamer; second day (*W.*, *F.*, or *M.*), Dunvegan or Lochmaddy to Tarbert and Portree by mail-steamer, whence the return to Oban may be made by the swift steamer running through the day on Monday, Wednesday, and Friday, or by the *Clansman* and *Claymore*, which leave Portree on Monday and Thursday not

WESTERN ISLES ROUTES.





before 8 p.m., and Kyle of Lochalsh at 4 a.m. on Tuesday and Friday. The latter may involve the loss of the magnificent scenery between Portree and Kyle of Lochalsh. Better to give a full day to Portree, visiting either Sligachan or the Quiraing, and proceed by the daylight boat the following day.

The great object is to travel the circuit of Skye, and with this in view the outward, not the return, journey should always be taken direct to Dunvegan.

It may be added that the **ideal month** for these trips is June. There is, of course, no midnight sun, but you can read your newspaper without artificial light at 11 p.m., and there is no darkness. Then it is truly delightful to glide "o'er the smooth waters of a summer sea;" but should the "Russian Boreas once enrage the gentle Thetis," the tourist who wishes to enjoy his trip will probably elect to "bide a wee" at Dunvegan, or some other port *en route*. If not forestalled he will find good accommodation at any of the principal calling-places—Dunvegan, Lochmaddy, Tarbert, Lochboisdale, or Castle Bay (Barra). It is always best to telegraph in advance.

Those who simply wish to see Skye may leave the boat at Dunvegan, and cross the island to Sligachan, as described on page 323.

1. Oban to Skye (West Coast) and the Outer Hebrides.

A **two days' round** by mail-steamer *Flowerdale* or *Staffa*, daily: also by *Hebrides* every Tuesday, reaching Oban on return journey Friday afternoon. *For times see yellow pages.* The mail-steamers hitherto have left Oban at 6 a.m., and the *Hebrides* after the arrival of the mid-day train.

Fares for the two-days' Round from Oban by mail-steamer, 30s. and (steerage), 11s. 6d. The journey may be broken at any calling-place.

The *Flowerdale* is a larger boat than the *Staffa*, and the best days to start are Tuesday and Saturday, when the outward journey gets you to Dunvegan in daylight and the vessel calls at Rum and Canna. On Thursday you have the daylight, but not the best views of Rum and Canna. On other days, when the steamer crosses direct from Tobermory to the Outer islands, the best part of the route, between Skye and Eigg is apt to be performed, if not in darkness, at any rate while you are in your "bunk."

The Route. To Ardnamurchan Point, see p. 252. Thence, when the outer trip is direct to Castlebay, we strike out of the northerly and more beautiful route and pass a few miles north of the "Sandy Coll" (p. 326). Northward is a fine view of Eigg, Rum, Canna (comparatively low), and the distant Skye. Presently peaks are seen rising from the sea to the north-east. These are Hecla and Ben More in South Uist—each about 2,000 feet high. Southwards the land sinks away to the islet of Mingulay and Barra Head—the southern extremity of the group—the Outer Hebrides, or "Long Island," as the various islands—Lewis, Harris, North Uist, Benbecula, South Uist, Barra, and numberless tiny islets are collectively called. They extend from north to south 130 miles, but except Lewis, the most northerly one, which has a width of 25 miles, their width seldom exceeds a few miles, and they are so deeply intersected with innumerable channels and fords that it is almost impossible to get out of sight of salt-water.

The only **hills** of any importance are those of South Uist, already mentioned, and of Harris—the latter well seen in crossing from Skye to Stornoway (*p.* 277) and attaining a height of 2,439 feet in Mullafheas, and from 2,000 to 2,400 in several others. The **Geological formation** of all this long chain of islands is similar to that of the west coast of Sutherland—"archæan" gneiss—a form of granite of which the chief characteristics are barrenness, and lakelets.

Of the **islands** between this long chain and the mainland, *Rum* consists of a belt of old red sandstone encircling the wild and bare heights of Allival, Askival, and Scur-na-Gillean—the last-named more usually called Ben More. (We fancy that each island claims its "Big Ben.") These heights are formed of greenstone (trap). *Eigg* owes its peculiar appearance to its basaltic Scur, the upper part of which is of columnar structure, similar to but less regular than that of the Giant's Causeway and Loch Staffin (*p.* 274), resting on "pitchstone porphyry overlying a forest of petrified trees of an extinct flora geologically termed *Pinites Eiggensis*."

The **etymologist** may notice the apparently Norse origin of most of the mountains we have named—*e.g.*, Hekla, Ullaval, Hellival (Harris), Allival, Askival ("val" seems euphonic for "mheall"—"mell" in the north of England—while "hell" signifies "clear"). It would be interesting to intelligibly connect these names with certain ones in the English Lake District where Norse nomenclature is strong—Helvellyn, Ill Bell, Ullawater, Ulpha, to wit.

There is only one **road-route** through the outer group of islands, and that takes the west side through South Uist, Benbecula, and North Uist, which for some hours on either side of low water are connected by the South Ford (1 mile) between S. Uist and Benbecula, and the North Ford (4 miles), between Benbecula and North Uist. These fords are across the sands and among reefs.

The **road-distances** are:—Lochboisdale to Howmore, P.O., 12 *m.*; Creagorry (*inn* and P.O.), 21; Gramisdale Inn, 27; Carinish (*inn* and P.O.), 31; Lochmaddy, 42. Creagorry and Gramisdale are both in Benbecula, a central island connected with South Uist by the South and North Fords, as above. On the north side of the latter is *Carinish*, with an inn and P.O. The Lochmaddy postal delivery extends S. to Creagorry.

The **interior** of these islands is of little interest to the ordinary tourist, and cyclists should abjure them, the routes being to a great extent over fords and sand. The inns, except those at Stornoway and Castlebay, are almost exclusively used by sportsmen. In Lewis alone there are said to be 600 fresh-water lochs—all yielding more or less sport, the trout being of a dark colour. The principal **Hotels** are:—In *Barra*, *Castlebay*, a stay at which is necessary to secure the best fishing on the island; in **South Uist**, *Lochboisdale*, with lochs innumerable open to visitors, and a golf-course on the western side of the island; in **Benbecula**, *Creagorry* at the South Ford, reached by ferry-boat from the *Dunara Castle* or *Hebrides*, both of which steamers call at Loch Carna, a few miles away, or by driving from Lochboisdale or Lochmaddy. Fishing in all the lochs of Benbecula, etc. There is also a smaller but highly spoken of house at the North Ford, *Gramisdale Inn*, 15 miles' drive from Lochmaddy (27 from Lochboisdale), the last 4 across the sands and among the reefs of the Ford—a novel experience. Brown trout-fishing in abundance. Macculloch gives us a paradox about this district:—"The sea is all islands, and the land all lakes; that which is not rock is sand, and that which is not mud is bog, and that which is not bog is lake, and that which is not lake is sea"—the whole a "labyrinth." Hereabouts, too, one may observe crofter life under its most primitive conditions.

On **North Uist**, which is quite as much a maze of rock, loch, and bog as any other part of these islands, the *Lochmaddy Hotel*—an excellent one—occupies a somewhat exposed position on the eastern side. MacBrayne's mail-boats from Oban call every evening, and that from Portree three afternoons a week (Tu., Th., Sat.), proceeding to Dunvegan and calling at Lochmaddy on the return journey towards noon (M., W., F.). *Fares* from Portree to Lochmaddy, 7s.; ret., 10s. 6d.; steorage, 3s. 6d. A stay at the hotel secures fishing over a large number of good lochs, but for others permission is required.

For the hotels of the Lews see p. 279; Harris, 325.

All these islands, Harris and southward, are rocky on the E.; on the W. they are sandy but fertile. N. Uist, though so scantily populated about Lochmaddy

and not populated at all in the middle, has some 5,000 inhabitants, chiefly on the W. coast.

The **scenery** is somewhat tame on the whole, but one or more shapely peaks are always in sight, and the lochs, with few exceptions, are picturesquely rock-girt and contain numerous islets.

The chief products of the islands are sheep, fish, and sea-birds—the last-named in marvellous numbers and variety—gulls, guillemots, auks, puffins (the Labrador auk), mergansers (the diving duck), kittiwakes, etc. The natives eat or traffic in the eggs, bodies, and feathers of these birds.

Fishing.

Ret. Steamer fares from Oban:—Castle Bay or Lochboisdale, 22s. 6d.; Lochmaddy, 30s.

Barra. One or two pools, but no fishing worth mention, except on salt-water.

N. Uist. For anglers, May, June, and the latter half of September are probably the pick of the season. The fly is the only legitimate lure, though there is, we believe, no positive enactment against spinning. The angler's real difficulty here is *wind*. Sometimes insufficient, it is quite as often too strong, and then fishing is next to impossible.

Lochmaddy. *Hotel*, good; 73s. 6d. a week. Expenses, including a gillie, and carriage to and from distant waters, need not cost more than 16s. to 18s. a day all told. Small *Inn* at Carinish. (Also a clean little *Inn* at Tigharry (P.O.) on W. coast, convenient for one or two lochs, and with primitive larder.)

No river-fishing, but hotel guests can fish several good lochs: and even on the few days of slighter luck in a week which the local system of rotation involves, the judicious Rambler never need come home with an empty creel. The best lochs are:—*Stromore*, which yields good lake-trout, and, when the sea trout are in, fine fishing; *Loch-an-doon* (named from stone fort on one island), which allows you a dozen trout as a good day's sport, ranging from 1½ to 3 lbs.; *Loch Huna*, where enormous numbers of trout rise and take the fly well—weight, 1½ lbs. and under; a good day will yield some five dozen (about 15 lbs.). The special lochs, *Oban-na-Fiadh* and *Skedalter*, are under favourable conditions first-rate for sea-trout, with a good chance of salmon; and this holds also of certain sea-pools (tidal).

South Uist, Lochboisdale. *Hotel*, good; 63s. a week. The fishing is more compact than at Lochmaddy, and carriage-expenses less. All waters on one list, and no special lochs. There are fish in plenty, but increased number of rods of late years interleave your good days with poor ones. The sea-trout when in humour afford really good sport. Only fly-fishing allowed.

Lochboisdale and Lochmaddy are rivals, each with champions. We cannot undertake to say which is the more fishful.

Benbecula (*Gramisdale Inn*, North Ford; *cheap, good cooking*). Good brown-trout fishing. Good *Temp. Inn* (2 beds) between S. Uist and Benbecula.

Visitors at these Anglers' Hotels are most impartially treated. Beginning at the bottom of the list they gradually work upwards as their predecessors leave and their successors arrive.

Entering **Castle Bay (Barra)**, if it be in the early summer, we may be surprised at the bustle and business going on, the place being, during May and June, a kind of herring metropolis. The fine old ruin of the Castle of the Macneils is seen from the approaching boat; and besides the big hotel there is a very fair inn.

The island is in wild picturesqueness of the rough and uncouth order the first place south of Harris.

Amid a whole colony of crofters' bothies of the old Hebridean order—an oblong enclosure of rough and big stones without any cement, with a thatch roof tied down by cords and old fishing-nets, and a hole to let the smoke out—many well-built stone cottages have sprung up. The shores are lined with heaps of herring-barrels, and the bay bristles with "sixerns" from all parts, and little boats, amid which are two or three steamers waiting their freights.

For a comprehensive view climb the rough ridge behind the hotel, till, in about 20 minutes, you come to a wee cairn whence the bay and the village are seen, and another loch and village away south. A glimpse of the western sea is also obtained, and, if you walk on another 20 minutes in a N.W. direction, you have a long range of the western shore below, broken by promontories into sandy bays. Southward the cliffs of Mingulay, on the west side, rise to a height of 800 feet. The highest point in Barra is Heavel, 1,260 ft., $1\frac{1}{4}$ miles N.E. of Castleway.

From Barra to **Lochboisdale** (hotel) the distance is 20 miles. There is nothing special about either Lochboisdale or Lochmaddy (35 miles apart).

The former is far the more picturesque place of the two. Between the two the most interesting objects are *Loch Eynort*, *Ben More* (2,034 ft.), and *Hekla* (1,988). Loch Skipport and Loch Carnan (for Benbecula) are calling-places.

From Loch Maddy the Oban (MacBrayne's) boat crosses to **Dunvegan**, and thence, at or after midnight, commences its return journey by the route we are about to describe the reverse way—from Oban to Dunvegan. The *Dunara Castle*, which leaves Glasgow on Thursdays, calls at Obbe and Tarbert in Harris, the latter being the most northerly point in its trip. The *Hebrides*, which sails from Glasgow on Monday and Oban on Tuesday, makes Carnan its most northerly place of call. There is no regular communication between Tarbert and Stornoway.

2. Oban to Dunvegan and Lochmaddy (155) direct (abt. 130 m., 20s.; ret., 30s.: *steerage*, 7s. 6d.; ret., 11s. 6d.). Maps pp. 253, 316.

By this route we pass close by Ardnamurchan Point (so far see p. 255) and thence pursue pretty much the course of the fast steamer to Gairloch almost to Eigg, on approaching which island, we strike away between it and **Muck** (Muic "the sea-pig—porpoise island" (Thursday's boat pursues a more southerly and rather less interesting course, passing round the habitationless S.W. shore of Rum and joining the route we describe near Canna). A call is occasionally made at Muck, whence we make straight for Rum. The verdure-cinctured bay and crofter village of *Lairg* on the N.W. side of Eigg are a relief to the general sternness of the scene, and as we pass between the two islands a very fine view of Skye opens out. The Coolins are straight ahead, and between them and the Red Hills of Broadford (on the right) is a perfect pyramid—Glasven More (1,852 ft.). Pyramidal, too, in outline are the two "Paps" of Loch Nevis, which appear on the right as soon as we get clear of Eigg, while to the N.E. up the Sound of Sleat, Ben Screel (two peaks, one sharp, the other round) is the most conspicuous height, with the "Saddle" to the right of it. In clear weather the flat top of Ben Nevis may be detected 50 miles away, a little S. of E. and filling up the gap of Glenfinnan beyond Arisaig.

The shore of Rum along which we next coast presents a most

desolate appearance (for remarks on Geology, etc., see p. 318). Wordsworth's well-known description of the abode of the "Solitary" on Blea Tarn—"one lonely dwelling, one abode, no more," applies with tenfold force to the white-washed little cottage visible at the foot of a stern corry at the south-east corner of the island.

Rum is the most mountainous of all these islands except Skye, and certainly the most barren. Except at *Kinloch*, just round the little bay called Loch Scresort, whereon are the new and imposing mansion of the proprietor, Mr. Bullough, several other houses and the only clump of trees in the island—sycamore—it consists entirely of rugged masses of rock and scree, rising to the most boldly defined outline in the Hebrides. Except in the two instances named there is no habitation. The island measures about 8 miles by 7, and the population is under 100. About 97 per cent. of the area is forest and moorland, the game comprising deer, grouse, woodcock and snipe and wildfowl. On the small lochs there is excellent fishing; the whole, however, is private.

The north of Rum is much less mountainous, but scarcely more cheerful than the south. There is a house called Kilmory and an old burial-ground at the outlet of the Kilmory stream. Then we go due west to **Canna**, the little harbour, pier, and verdant slope of which island seem like a return to civilisation. The island measures about 6 miles by $1\frac{1}{2}$, and its western extremity is a fine cliff from 400 to 600 feet high. The population is about 60, and close by the harbour is a new and handsome R.C. Church on Norman lines, with an apse and a gabled tower—the latter wearing a domestic appearance. The high ground at the N.E. of this island is *Compass Hill*, so called from its possessing the by no means unique property of diverting the compass, owing it is said to the quantity of iron in the basaltic rock of which it consists. A small cleft or stack stands out close to the mouth of the harbour, and there is a caverned rock, "whereby hangs a tale."

All along this part of our route we have a magnificent view of the southern outliers of the **Coolin Hills**, which form one huge peaked rampart over the south-west shore of Skye. The chief peaks visible, commencing from the S., are: Garsven, "the Echoing Mountain" (2,934 ft.) and Scur-nan-Eag (3,037); these overlook on their far side Loch Coruisk; Doo Vor (3,120); Scur Derg (3,233), the highest of the group; and Scur Banatich (3,167). We give the names, Anglicised in pronunciation, from a list which may be seen at the Sligachan Hotel—made out by Mr. Douglas, of Edinburgh—and which does not quite coincide in nomenclature with the Ordnance sheet. For Gaelic equivalents and map, see pp. 264, 267.

The **Coolin Hills** are often likened to the **Lofoden** range in Norway, which from their greater extent—a prickly backbone of some 60 miles in length—of course present a more varied aspect, whereas the area occupied by the Coolins measures not more than 8 by 4 (6, if we include Blaven) miles. On an average they equal or surpass the Lofodens—having, at least, twelve distinct peaks ranging from 3,000 to 3,250 feet in height, and their compactness and comparative isolation impart to them an impressiveness it is difficult to over-rate.

They have no tame side. From every point of the compass they rear their vast splintered mass to the sky in alternate peak and corry, almost but by no means quite destitute of vegetation (see note on Loch Coruisk, *p.* 268), and from no outward point are they seen to greater advantage than from the course taken by the vessel we are now sailing in.

Looking due west, the chief heights of South Uist—Hekla and Ben More, both about 2,000 feet—break the line of the horizon.

Passing, away to the right, the islet of Soay and Loch Brittle and Loch Eynort, we have on the right the promontory which contains the celebrated Talisker Whiskey Distillery (*p.* 324). The exact spot is at Carbost, near the head of Loch Harport. Both the *Hebrides* and the *Dunara Castle* call there once a week. North of Talisker an isolated rock bears an extraordinary likeness to a castle.

Our next calling-place is Loch Bracadale, a wide inlet, from the N.E. side of which rise the twin heights, Helvel Mor and Helvel Beg, called from their singular shape *Macleod's Tables*. Entering the loch, we see across the comparatively low ground N.E. the Storr Rock—a round lump with a precipice on its S. side. **Loch Bracadale** has no special feature of interest. Issuing from it round Idrigill point—fine cliffs, with green ledges—we pass three peaked stacks—one three times the size of the others—called *Macleod's Maidens*. Meanwhile the N.W. flank of the Coolins, including the peak of Scur-na-Gillean, has appeared. The cliffs now become higher and more impressive, especially when, after doubling a boldly outlined promontory that forms an arm of Moonen Bay, we turn into **Loch Pooltiel**, where they attain a sheer height of about 600 feet, and display basaltic columns, caves, and arches—Nature's Gothic. Otherwise, Loch Pooltiel is a quiet sheet of water, with green pastures and some well-to-do-looking houses on its shores. Northward the same scenery continues on an equally impressive scale, the cliffs forming huge bastions. In one place there is the semblance of four mutilated colossal figures. Here and there are little green ledges—haunts of the sea-birds. Then, rounding Dunvegan Head (abt. 600 ft.), we enter the spacious inlet of **Dunvegan**, sailing up which we have the Coolins again conspicuous in front, with the other bare Sligachan hills to the left of them, while looking back N.W. we see the fine outline of Harris. *Dunvegan Castle*—a striking but rather bare-looking frontage—soon attracts attention, and passing it we draw up at the small pier, which is five minutes' walk from the hotel—itself a small but comfortable house, with a fair amount of sleeping accommodation.

In or near the village the sole object of interest is the **Castle**, which stands a mile N. of the hotel ($\frac{1}{2}$ m. from the pier), between the road and the loch, and is now reached by a bridge over a tiny channel. It is the ancestral seat of Macleod of Macleod, but in the tourist season is now generally let as a shooting-lodge. It is certainly one of the oldest inhabited houses in Scotland, dating in part from the ninth century. The walls of this part are from nine to twelve feet thick, and "contain many secret rooms and

passages." Sir Walter Scott, as well as Johnson and Boswell, were here entertained. The woods round the Castle have grown up since Dr. Johnson's visit.

The interior contains many relics—a remnant of the "Fairy Flag," so called from its having secured victory for the Macleods on three occasions when the battle seemed adverse to them, and said to have been originally a banner of the Knights Templars; the claymore and drinking cup of Rorie More (Sir Roderick Macleod), the latter of which, "a magnum of three bottles," has to be filled and emptied by each successive heir on his coming of age; also another vessel, which Scott describes as—

"A Hebridean drinking cup of ancient and curious workmanship, with which the horn of Rorie More, recorded by Dr. Johnson, is not to be compared, and which is 'one of the greatest curiosities in Scotland.'"

The opportunity of seeing these relics depends, of course, on the permission of the occupier for the time being.

Dunvegan to Portree, 22 m. : *mail car, see yellow pages. (Map, p. 280).* Does not await arrival of Oban steamer. *Roadside inn* at Edinbane, 9 m. This route is decidedly dull and awkward in its timing. People who wish to see Skye are advised to take the following one.

Dunvegan to Sligachan, 25 m. : *small inn* at Struan on Loch Bracadale, 10 m. *No public conveyance. Maps opp. pp. 280, 253.*

This is the finest road-route through Skye, not excepting the one from Broadford to Sligachan. It is a pity that there is no through public communication, which would enable visitors to traverse it on, say, alternate days, with such a connection as would make Sligachan the central point, and the journey between Portree or Broadford and Dunvegan feasible in one day. *Verb. sap.*

The road as a whole is a fair one for carriages, and quite practicable for **cyclists**. Those who would choose the most interesting part of it for walking are advised to hire to the little inn at Struan, and do the remaining fifteen miles on foot, the ten miles beyond Struan being the pleasantest part of the journey.

The road starts alongside the loch with the now familiar Macleod's Tables in the right front. The milestones, such as they are, seem to indicate an older route, inland from Dunvegan, and forming two sides of a triangle. Being almost entirely illegible, however, you can only count them in passing. This old road is joined in two miles, after passing the Free Church, and soon after we are at the head of one of the inlets of **Loch Bracadale**, which is the chief feature of the scene for some miles. In five miles we cross a picturesque ivied bridge over *Glen Ose*, and, a mile further, breast a hill from the summit of which (171 ft.) the Coolins are visible in front and the Storr Rock over the dull moorland on the left; then a descent brings us over a boggy and somewhat thickly populated flat—*Struan More*—after rising again from which and bearing to the left the road makes a long descent to sea-level, crossing the valley at the head of *Loch Beg*—a little off-shoot of Loch Bracadale. Here a very acute V is formed. By descending to the little **Struan Inn**, which lies off and below the road on the edge of the loch a mile short of the bend, we may get put across in a boat and ascend by a steep path through a sprinkling of bothies into the road again—*saving a good mile.*

From the sea-level the road ascends by a winding course to a height of 400 feet in 4 miles, $1\frac{1}{2}$ miles further, after a depression, to its highest point (500 ft.), whence it makes a long well-engineered descent almost to sea-level again in Glen Drynoch. From the upland part of this reach we have the finest views on the journey. Our immediate surroundings are more like breezy southern downs with pleasant combs, descending to Loch Harport, than the usual Skye scenery, and in front there is a magnificent near view of the Coolins—Scur-na-Gillean with its sharp-cut spine-like peak to the left; Scur-na-Vasteir and Bruch-na-Frith, between which and Scur Hulin lies Corry-na-Creigh (p. 272), a projecting ridge just in front, and Scur-na-Banatich forming the right flank. About 5 miles

from Struan, Blaven comes into view to the left of Scur-na-Gilleán. Between Struan and Glen Drynoch there is only one dwelling—a small half-way cottage.

The descent to Glen Drynoch is fine. **Loch Harport** comes into view below on the right, and looking over it we see Carbost and a chimney of the famous Talisker distillery, which is the chief employer of labour hereabouts, making the wilderness smile.

In descending the road makes a long sweep in order to cross the gorge of a small river, which it does by a bridge said to be the highest in Skye; then it continues to twist down to Drynoch Lodge, where the valley road from Carbost comes in, and whence it gradually ascends **Glen Drynoch**, in no way remarkable, the Coolin giants being hidden by a featureless lower projection. After ascending some 250 feet the road drops quickly to the ever-welcome **Sligachan Inn** (see p. 272). Eight hours is a fair time allowance for this walk.

Main route continued. From Dunvegan to Lochmaddy is 25 miles across the Little Minch, which occasionally rivals its big brother farther north in liveliness. Except the bold hills of Harris, which face us all the way down Dunvegan Loch, there is little to remark on the journey.

Lochmaddy (deservedly popular sportsmen's Hotel close by the pier. Engage rooms beforehand) is one of the principal places in the Outer Hebrides. It has County Buildings, a Workhouse and a Golf Course. In picturesqueness of site it is inferior to Tarbert, Lochboisdale and Castlebay, and such as are not on sport intent can hardly be advised to make a long stay at it. Arriving late in the evening, as is usually the case on our present sail, we may either proceed at once and continue on our round for Lochboisdale, &c., or, if we have secured accommodation, stay the night and proceed by the mail-boat which leaves towards noon for Tarbert (Harris) and Portree—one of the finest of all the routes we are describing.

. Should accommodation at Lochmaddy be uncertain, the tourist might put in the night at Dunvegan, and leave by the same steamer in the early morning.

A delightful sea-bathe may be enjoyed within a few minutes' walk of the hotel before breakfast, and then a walk of two or three miles into the interior may profitably occupy the time before the arrival of the Portree steamer. The country is undulating but not mountainous, sprinkled with lochs of all shapes and sizes. *For hints as to Angling, see p. 319.* For those who wish to explore the interior, it is essential to purchase Bartholomew's coloured half-inch map of Uist and Barra (Sheet 18). Cyclists will find a part of the roads sand, best fitted for bare-foot walking.

LOCHMADDY TO TARBERT (HARRIS) and PORTREE.

Distances :—Rodel, 15 *m.*; Tarbert, 35; Staffin, 67; Portree, 85. **Fares** :—7*s.* (steerage, 3*s.* 6*d.*); *ret.*, 10*s.* 6*d.*

From Lochmaddy we coast along North Uist, passing the "Dogs of Maddy" (*Gaelic*, "madadh," a dog), as three little pyramids rising near the mouth of the loch are called, and the lighthouse on Weaver's Point. Then the islet-studded Sound of Harris is on our left, and we put into the snug little **Loch Rodel**, on the shores of which is a church of unknown age, burnt down but rebuilt within the last fifty years.

Hence we skirt a wild, broken shore to *East Loch Tarbert*, sailing up which we have the finest and at the same time, in the

foreground, most cheerful scenery of Harris. At the N.W. extremity of the loch is the village, or rather hamlet, of **Tarbert**, picturesquely placed on a narrow channel, with slopes on either side so steep that vessels drawing 10 or 12 feet can almost touch the shore. The isthmus separating East from West Loch Tarbert is not half-a-mile wide. To the N. and N.W. is the wild deer-forest of Harris, with mountains rising to a height of over 2,400 feet. The highest, Mullafheas (2,439 *ft.*) presents, as we approach the pier, an almost razor-edged form.

There is good **salmon** and **trout-fishing** in Harris, but the great majority of the lochs are strictly private or subject to special permission. The chief proprietor of the latter is Lady Farquhar. By staying at the **Tarbert Hotel** (the only one on the island) the angler has the run of a few lochs—the three “*Lacisdales*” in particular. *Terms*, hotel charges and fishing, about 10s. a day.

From **Tarbert** to **Stornoway**, by road winding through these stony wildernesses, is 36 miles. No regular direct communication. There is a good-class sportsman's hotel at Tarbert, near the pier.

The sail from Tarbert to Portree is one of the most delightful in this beautiful region—open sea as much as the most inveterate lover of the briny can desire, and yet bold and varied landscape in almost every direction. Our course is usually through the narrow *Sound of Scalpay*, the island of that name affording protection to the loch from the East. As we cross, the sharp-pointed cliff to the S. is An Cannaich beyond Dunvegan Head and at the entrance to Loch Pooltiel. Then, approaching the north end of Skye, we pass a small group of basaltic islets—one of the chain that crops up here and there between the Giant's Causeway in Antrim and the Shiant Isles, a dozen miles N. of our present course. They present a strangely artificial appearance—one, a mere “clett,” is called Lord Macdonald's Table—showing that the lord of Southern Skye had at some time or other managed to outflank his powerful rival, the Macleod of the north.

The extreme north of Skye is a low undulating district, abundantly sprinkled with crofters' holdings. The chief village is *Kilmaluag*. Looking straight ahead we have a splendid view of the mainland mountain-region of Lochs Torridon and Maree, extending as far north as Ben More, Coigach, near Ullapool. In the middle Slioch shows a broad, flat top over Maree.

From the north of Skye to Portree, a run of 22 miles, the scenery is extremely interesting, our course keeping closer to the coast than any other. At the **Point of Aird** the basaltic rocks are suggestive of the most beautiful Gothic architecture. Then we pass on the right, opposite an islet, the modern *Flodigarry*, residence of Col. Macdonald, a descendant of “Flora,” beyond which the Quiraing, with its table-top and envioning rocks, is seen to great advantage. Here our course is through **Staffin Bay**, which presents quite a homely appearance. The conspicuous building is a shooting box (the inn lies behind). Issuing from it, with Staffin Island on the left, we soon pass the columnar rocks and waterfall which are so much photographed. The waterfall is the outlet of

Loch Mealt and is 150 feet high. A little north of it is the *Kilt Rock*, so called for obvious reasons. We are now sailing below an undercliff of about 200 feet high, and at some distance from the range of hills that extends from near Uig to close on Portree, culminating in the **Storr Rock** (p. 312), which, with its "Old Man" is the most striking feature on this part of our route. About five miles short of it we pass the works of a new industry, called "Diotomite" or French clay.

Beyond the Storr the cliffs are succeeded by steep green slopes lasting all the way to Portree, in which, three miles beyond the Storr, is "*Prince Charlie's Cave*" (see p. 271). It is hard to detect and of no interest. In another four miles we enter **Portree Harbour**.

OBAN TO OBAN BY THE "HEBRIDES."

The *Hebrides*—a new and well-fitted boat in the place of the old *Hebridean*—leaves Glasgow every Monday and Oban every Tuesday at noon, reaching Oban, *viii* Colonsay (p. 327), on the return journey on Friday afternoon. With the addition of Coll, Tiree, and a number of smaller places, some of them of very minor importance, chiefly in Skye and North and South Uist, it follows pretty much the routes of the Oban mail-steamers already described. Coll and Tiree are also reached three times a week (M., W., & F.) by mail-steamer leaving Oban on arrival of morning mail, and proceeding to Bunessan in Mull, whence it returns on the following days.

The "sandy" **Coll**, as it is well called by Sir Walter, is the flattest and least varied of the Hebrides. Though more than a dozen miles long, it nowhere attains a height of 140 feet. It is very healthy, however, and affords good fishing on a few tiny lochs. At the one village, *Arinagour*—a name that smacks of "arena"—is the *Coll Hotel*, a very fair one. Close by the landing-place and on the most considerable inlet of the island, visitors can enjoy boating and fishing *ad lib*.

Tiree (or Tyree), only separated from Coll by a narrow channel, is a larger island, and rises on its west side to a height of 388 feet, *i.e.*, *Ben Hough*. It has, however, no special attraction for the tourist. The calling-place in Tiree and the postal telegraph office is "Scarinish—Oban." It has one inn—*Brown's* (Temp.).

From Tiree we join the mail steamer (from Oban) route at Rum (p. 320), and then, striking across to Skye, call at the little island of *Soay* under the Coolins, Carbost, and Colbost, in addition to Dunvegan (p. 322). It is a very fine sail up Loch Harport (*map*, p. 165) to Carbost, where is the Talisker Distillery (p. 324), right face to face with the Coolins from Scur-na-Gilleann to Scur-na-Banatic.

From **Dunvegan**, where the vessel is due on Wednesday afternoon or evening, she crosses to *Loch Eport* in North Uist, some miles S. of Loch Maddy, and thence proceeds south to *Lochboisdale* and *Barra* (p. 319), pursuing pretty much the same course as the mail-boat, and returning to Oban and Glasgow by Tiree and Coll.

The steamer **Dunara Castle**, which leaves Glasgow at noon on

Thursday, follows pretty much the same route as the *Hebrides*. Both boats call at Colonsay; whence, instead of going by Oban, the *Dunara Castle* calls at Iona and Bunessan (Mull) on its way to Tiree. Thence it sails direct to Skye, where it touches at Carbost, Struan, Colbost, Dunvegan, Stein, and Uig (p. 273); then crossing to Tarbert (Harris), and returning by the usual route *via* Lochmaddy, Lochboisdale and Barra to Tiree, Colonsay, and Glasgow. Fare for the Round (from Glasgow), including meals, 65s. Sunday is spent at Tarbert. Glasgow is reached again on the Wednesday.

Colonsay (*Scalasaig Hotel*, good), a comparatively flat and fertile island, attaining in its N.W. corner a height of 470 feet, and offering the attractions of a remarkably mild climate, good sport both with gun and rod, fine cliff scenery, and excellent sea-bathing. On the N.W. side of the island, at the foot of the highest cliff, is "Pigs' Paradise"—a greensward reached by a narrow cleft in the rocks. United to Colonsay for a couple of hours on each side of low tide is **Oronsay**, whereon are monastic ruins of the 14th century, and an Iona Cross said to be the oldest in Scotland. The islands are named after St. Columba and his companion St. Oran, who visited them before they proceeded to Iona. They are together 10 miles long, and the hotel is on the east coast, about half-way down, 7 or 8 miles from the Oronsay ruins. There is also an 18-hole Golf-course.

St. Kilda.

"Lone outpost of the storm-swept Hebrides."

By *Hebrides* or *Dunara Castle* once or twice a month during the summer. Fare for the trip from Glasgow (including meals), £4 4s.

This island is a good 50 miles west of Harris. Over and above the novelty of the expedition, its chief attractions to the tourist are the grand cliffs of the islands and the countless multitudes of sea-birds which make them their home. There are 16 or 17 islands, large and small, the largest, on which stands the village, being about 2 miles long. As the vessel approaches, the appearance of the birds flying about the turreted cliffs is somewhat like a snow-storm. The highest cliff is *Connaghir* on the north side a little N.E. of the village. The population numbers about 75 and is now much better housed than formerly, the islands having been bought by Macleod of Macleod, and dwellings with zinc roofs having superseded the old mud-huts. Fowling, carried on in a fashion which strikes terror into the heart of the observer, is the chief occupation of the inhabitants. The *Fulmar Petrel*, valued for its oil, feathers and down, is a speciality of this island and Shetland. The natives' most valued possession is a rope. Fish and sea-fowl form their "menu."

The *Dunara Castle* which leaves Glasgow every Thursday (Greenock, 7 p.m.), but does not call at Oban, also makes periodical trips to St. Kilda, and often remains there over Sunday.

New Railways.

Introductory. Of making railways in Scotland there is no end. Within the last eight or nine years, we have had the West Highland from Craigendoran to Banavie and Mallaig, and the direct route from Aviemore to Inverness opened; the Skye line extended from Strome Ferry to Kyle of Lochalsh; a competing route between Glasgow and Loch Lomond constructed; the Black Isle, north of Inverness, invaded by the iron horse; besides several smaller branches completed. The only line that has hung fire is that from Spean Bridge to Fort Augustus, 25 *m.*, an independent line, which is likely, however, to be worked by the "Highland." A third extension of the same system from Fort William to Ballachulish has also passed the Parliamentary-powers stage. The Caledonian Company have in hand a branch from the Callander and Oban line, commencing at Connel Ferry and ending at Ballachulish, which, it is expected, will be opened before the rush of the present season (1903). It has even been seriously proposed to make a railway from Ballachulish, across the "Narrows" at Corran, through Glen Tarbert, and along the north shore of Loch Sunart to Kilchoan and (?) Ardnamurchan Lighthouse, the object being to give an alternative route from the line of the Great Glen (Caledonian Canal) to the *populous* regions of the West Coast! Possibly, in a few years' time, the school-inspector who required his examinees to "draw a map of the Shetland Islands, showing their railways and canals," may not have to look so foolish as on the occasion when he first propounded the puzzle.

There can be no doubt that the extensions now in progress will help to develop touring in the Highlands. Already the Aviemore and Inverness direct line has shortened the time to the northern capital by an hour, besides introducing the tourist to some hitherto almost unknown scenery. The Spean Bridge and Fort Augustus extension will not do much in this way, nor yet will the Connel Ferry, Ballachulish and Fort William, because both these lines run along sea and canal routes already as well known as any in Scotland. The Mallaig line, however, has opened out one of the finest districts in Scotland, previously traversed by a mail-waggonette only, and from a scenic point of view forms a worthy termination of the unsurpassed "West Highland."

FORT WILLIAM (OR BANAVIE) TO ARISAIG AND MALLAIG.

Distances: —Corrach, 3 *m.*; Lochelside, 10; Glenfinnan, 17; Kinloch Ailort, 26; Arisaig, 34; Morar, 39; Mallaig, 42.

The line branches out of the present Fort William and Banavie extension a little short of the Banavie terminus, which will be maintained, partly for the sake of its direct connection with the

starting-place of the canal-steamer at the top of "Neptune's Staircase" (p. 159). Almost at once it crosses the canal, at the foot of the "Staircase" and the Banavie Hotel, by a swing-bridge, beyond which it continues, between the canal and the road, to **Corpach Station** (*small hotel close by*); *Banavie Hotel*, 1 m.; *see p. 246*). Hard by is Corpach Pier, where salt water ends and the canal begins. The view down the upper reach of Loch Linnhe between Fort William and Corpach is very good, but the feature of the scene is the retrospect of Ben Nevis, which comes into view as we traverse Corpach Moss between Fort William and Banavie, and may be seen from almost any point as far as the top of the rise beyond Glenfinnan. It is a huge monster, but its northern precipice, seldom without snow in its crevices, shows to great advantage. Just beyond Corpach we pass, on the right and in front of Kilmallie church, the *obelisk* to Col. Cameron, who fell at Quatre Bras (*see p. 246*), and then our course is between the road and the loch all the way to **Locheilside Station**, $1\frac{3}{4}$ miles short of the head of Loch Eil. On the way, 4 miles beyond Corpach, we may notice, through the trees at the opening of Glen Suilag, *Fassfern House*, where Prince Charlie spent the night of the 23rd of August, 1745, and which was the residence of Sir Ewan Cameron, father of the Colonel above mentioned. Looking up the glen we may see Guilvan (3,224 ft.), the summit of the ridge between Loch Eil and Loch Arkaig. **Loch Eil** is itself a dull sheet of water. Leaving it we traverse a wide and desolate strath abounding in bog-myrtle, and in 2 miles cross for the first time the road-route to Arisaig, $1\frac{1}{2}$ miles short of the head of **Loch Shiel** and Prince Charlie's Monument, and in the pleasant glen of the *Callop*, which flows into the loch.

Loch Shiel is one of the longest, narrowest, and, except in its lowest reach, where it takes the form of a spreading river, loneliest lochs in Scotland. Barring Killary Harbour in the West of Ireland, it, perhaps, more nearly resembles a Norwegian fiord than any sheet of water in the country. There is no continuous road on either side, and, till an alteration in the mail-route to Moidart and Salen caused a steam-launch to be placed upon it, all that could be seen of the upper reach, 10 miles long, was the glimpse from the Fort William and Arisaig mail-road. The **mail-boat** runs down the loch in the afternoon (*fare 4s., ret. 6s. 6d.*; distance, 17-18 m. pier to pier). The terminal pier at Acharacle is $2\frac{1}{4}$ miles from Salen Inn, Loch Sunart, p. 242. What used to be Shiel Bridge Inn is now a shooting-lodge, but a new hotel, the *Lochshiel*, has been built at Acharacle, near the steamer-pier (*see below*).

The first ten miles of our route is between lofty and very steep green mountains, wooded at their feet, the only breaks of any account being *Glenaludale* (Mr. J. A. Macdonald—a hiding-place of Prince Charlie), with a shooting-box on the right, and *Glen Scamodale* on the left, just opposite one another. Then we wind through the "Narrows," and pass a wee islet with the ruin of a *chapel* (*St. Finnan's*) and a grave-yard on it. The shore spreads out into mosses—we call at the pier of *Dalalva*. On the south side Ben Resipol rears his fine form. Old crosses and moraine-heaps are observable, and noting the red-roofed cottages, we land in a comparatively populous district at the pier of **Acharacle**. The road to **Salen** is over a *col*, 200 feet up. The boat returns in the morning.

This makes a most delightful two days' trip—rail and steamer, with only two miles of road—from Oban, Fort William, or Banavie. MacBrayne's steamer (the Mull mail-boat) calls twice a week (*Tu. & Fri. evens.*) at Salen, starting back either at once or very early next morning, and remaining at Tobermory till 8 a.m.

At the outlet of Glenfinnan the engineering difficulties of the line commence, and they last with very slight intermission to the terminus at Mallaig. The river Finnan is crossed by a viaduct nearly $\frac{1}{4}$ mile long and 100 feet high. It has 21 spans, runs at a slight curve, and is, we are told, the only viaduct constructed of concrete in the world. Half-a-mile S., on the edge of the loch and close by the road, is *Prince Charlie's Monument* marking the spot on which the unfortunate "Pretender" landed on the 19th of August, 1745, in the presence of nearly a thousand members of the Cameron and Macdonald clans. It also commemorates his departure from the same district, 13 months later.

The monument has a suitable inscription and is surmounted by a statue of the Prince. In itself it is as ugly an erection as can well be imagined, somewhat resembling an old lighthouse; but its situation, on a strath which forms a continuation of the level of the loch and contrasts finely with the abrupt slopes of the surrounding hills, is sufficiently striking. On the road, hard by, is a handsome modern R.C. chapel.

Only a few miles of **Loch Shiel** are visible, but the mountains on either side—Ben Oer Beg on the right and Mell-na-Craig-lac on the left—are impressive. Then we come at once to **Glenfinnan Station**, which is within a stone's throw of the *Stage House Hotel*, a very fair hostelry.

From **Stage House** it is a rough ten-mile walk over a "col" 1,586 feet high to **Glen Dessary** at the head of **Loch Arkaig** (see p. 246). Track for first 3 miles.

Beyond Glenfinnan river, rail and road keep company to a height of nearly 400 feet (Stage House is about 200. The road gradients are, of course, far steeper than the railway ones) and then the descent to Loch Eilt commences. Hereabouts the line again crosses the main road, which descends steeply to the north shore, while the rail sweeps down more gradually to the south shore, reaching the level $1\frac{1}{2}$ miles along it. This part of the route is very beautiful, the hills which flank the valley, on the right especially, displaying singularly graceful slopes, broken with rock, cut into little ravines, and clothed with bracken as well as heather. **Loch Eilt** is a long, narrow sheet of water, with silvan islets and a most picturesque diversity of outline. In its narrowest part a fir-clad islet divides the water into two channels with charming effect. From its western end the river Aylort commences a perturbed course to the loch of the same name. The fine mountain rising from the south side of it is called the *Stack*.

From half-a-mile beyond the west end of Loch Eilt a track strikes up the Allt-na-Criche, leading in 6 or 7 miles to **Loch Morar** (pron. *Mor-ar*) across which it is $1\frac{1}{2}$ miles (row-boat) to *South Tarbet* and 1 mile on to the *Tarbet Inn* on **Loch Nevis** (p. 256). It climbs nearly 1,000 feet and commands a full-length view of Little Loch Beoraid.

Beyond the loch the road passes, on the right, a conspicuous heap of stones, ivied and in a grove of dwarf oaks.

At the end of Loch Eilt the railway crosses the River Ailort, which flows out of the loch and, immediately after, the road, con-

tinues N. of the latter for another couple of miles to **Kinloch Ailort Station**, which is above and about $\frac{1}{2}$ mile distant from the hotel—a very welcome and comfortable hostelry. Nearly a mile S. of it is *Inverailort Lodge* (Mrs. Jas. Head, proprietress of the splendid fishing in Loch Eilt and the River Ailort; also of the Inverailort shootings). Loch Ailort also affords very good sea-fishing, and crabs and lobsters are caught.

It is a delightful summer day's excursion past the lodge, and thence by very hilly foot path above the winding shore of the loch to **Roshven** (6 m.) and **Glenruig Bay**, on the Sound of Arisaig (8), where, at the school, the path turns due S. up **Glen Uig** and crosses, at a height of 400 feet, a small depression in the hills between the open sea and Loch Moidart, descending to the kyles of that loch and following its northern shore to **Kinlochmoidart** (14 m.; P.O.; no inn), whence by road it is 5 miles to **Shiel Bridge** (no inn), and nearly 9 to the *Salen Inn* on **Loch Sunart** (see p. 242).

Kinlochmoidart House is a fine modern mansion in the place of a previous one, which sheltered Prince Charlie for nearly a month while he was gathering his clans, and as a punishment was burnt down by the Hanoverian troops. The scenery all about here is very pleasant, as it also is about Shiel Bridge, whence a good road leads down-stream (N. side) to **Dorlin House**, a modern mansion of Lord Howard of Glossop, overlooking the south channel of Loch Moidart. On a low promontory just beyond is **Castle Tirim**, a pentagonal fortress, with buildings on two sides and a dead wall all round, all the windows looking into the court inside. "Ranald, from whom are sprung the Clanranalds and Glengarrys, died in 1836 in his own mansion of Tirim."

For the **sail up Loch Shiel**, see p. 329.

Opposite the Kinlochailort Hotel the line passes through a tunnel 160 yards long. Other short tunnels follow, but from the embankments between there is a lovely view over the apparently land-locked **Loch Ailort**. The chief mountain, due S., is *Roshven* ("Fros-beinn," 2,876 feet).

The road for several miles beyond Kinloch Ailort is very winding and hilly, and a good deal cut up by the heavy work incidental to the construction of the line—a series of miniature Klondykes having been put up for the accommodation of the navvies. The line crosses it several times, and then the two part company, the road taking the north and the rail the south side of the sombre little *Black Loch*. Beyond the loch the *Arnobol Burn* is crossed by a six-span viaduct. From about here the *Scur of Eigg*, sheer as a house-wall, and the bold peaks of Rum are conspicuous objects out at sea. Then we reach the shore of *Loch-an-Uamh* ("Lake of the Cave"), at the head of which there is another picturesque viaduct commanding a fine view.

At the head of this loch Prince Charlie landed from the *Doutelle*, July 25th, 1745. The cave is passed on the right of the road. Here, too, he embarked 14 months later. He first put up in Borrodale (*below*).

Then, after four short tunnels and a long cutting, we reach *Beasdale Station*.

The road hereabouts is very tortuous, bending back round the rocky height of *Drum Fiacloch* ("the back-tooth ridge"), beyond which is a marshy hollow. Pedestrians may cut off a corner by crossing Glen Beasdale on stepping-stones.

Next we come to the longest tunnel—346 yards—and a viaduct over the *Borrodale Burn* with a span of 127 feet, “the longest yet attempted in concrete, except one, a road-bridge somewhere over the Danube.” Below and beyond the road is *Arisaig House*, the mansion of Mr. Nicolson, the chief proprietor hereabouts—hence the ornamentation of the viaduct. The country we are now traversing is surprisingly well wooded—conifers and rhododendrons abound in the grounds of Arisaig House and the climate is almost Devonian. Within half-a-mile of the bridge a fine view of the house, Loch-an-Uamh and the Roshven heights beyond is obtained. Then a cutting $\frac{3}{4}$ -mile long is entered, followed by an embankment over a moss, in crossing which we are for a while upwards of 300 feet above the sea. Then, crossing the *Droch-na-Larach Burn*, we get another fine view of Eigg and Rum—this time with the addition of Skye. More woods and we are at **Arisaig Station**.

Arisaig Village and **Hotel** (rebuilt) lie below the station. The village is pleasantly situated at the head of an inlet—*Loch-na-Ciltan*—protected by a multitude of rocky islets—haunts of the seal. The *pier*, whence small boats put off to meet the steamer, is $4\frac{1}{2}$ miles from the hotel.

From Arisaig the line sweeps round to the right, and runs nearly due N. to its terminus at Mallaig. The country traversed is not in itself of the same interest as that we have just described—a part of it is hag and moss. The views seaward, however, are fine. The one interesting point is the crossing of the **Morar** (pron. *Mor-ar*) **River**, a salmon stream half-a-mile long, which connects Loch Morar, $11\frac{1}{2}$ miles long, and said to be the deepest in Scotland, with the sea. Just above the bridge are picturesque falls, and below, on the left, the road crosses the stream by a wooden bridge on stone buttresses. The Pap of Loch Nevis is just seen over the falls.

This road, from Arisaig to Mallaig, cannot be recommended to cyclists either for quality or scenery. There is a good little hotel—usually full—about 60s. a week—at **Glasnacardoch**, on the brow of the hill, a mile short of Mallaig.

A branch road runs up the N. side of Loch Morar to *South Tarbet*, and then cuts across the isthmus to *Tarbet Inn* on Loch Nevis.

Just beyond the viaduct is **Morar Station** (39 m. from Fort William), whence it is all cutting and bank to **Mallaig**, where is an island platform and abundant accommodation for fish and goods traffic. For the last mile the line runs at the foot of the low cliffs. The *pier* has a quay-frontage of about 500 feet. Mallaig has superseded the inconvenient Arisaig as a calling-place with all the West Highland steamers. See yellow pages 7 and 10.

Eastward from Mallaig a foot-track leads to the hamlet of **Mallaigmore** (2 m.), from the hill on the near side of which the view is fine and extensive, but here the track stops.

A fine walk or drive from **Mallaig** (hilly and rough for cyclists)—or take train to Morar Station, $3\frac{1}{2}$ m., is to **Loch Morar**, the full beauty of which

may be seen by quitting the main road beyond the station, and following the rough road along the north side of the loch to the top of a miniature pass $2\frac{1}{2}$ miles from the station. On the way, just as we reach the loch, is the new Morar Church, the nearest church of any kind to Mallaig. The district of Morar is nearly 20 miles long, and its scanty population are mainly Roman Catholics.

A first-class **hotel** has just been built in the village, which in itself is of rather a ragged and primitive kind. The hotel commands a splendid view up Loch Nevis and across the Sound of Sleat to Skye and the Coolins—Blaven and the Red Hills of Broadford conspicuous; also, westward, to Eigg and Rum, and, S.W., to Ardnamurchan lighthouse.

SPEAN BRIDGE TO INVERGARRY AND FORT AUGUSTUS.

Distances:—Gairlochy, 3 m.; Invergarry, 15; Aberchalder, 19; Fort Augustus, 23; Pier, 24.

This extension of the West Highlands runs so near the routes already described from Spean Bridge and along the Caledonian Canal (*p.* 246) that a separate description is hardly needed. It is, as described in the *Glasgow Evening Citizen*, "one extended cutting along the hill-sides. Its construction will, we hope, encourage tourists to explore more than is at present the case, the beautiful country lying between the Caledonian Canal and the West Coast. Even cyclists need not be afraid. In combination with the steamer-service along the canal, too, it should afford a variety of tours which visitors have not so far enjoyed."

Quitting the West Highland main line at Spean Bridge (*p.* 193), the new line crosses the Fort William road in half-a-mile and, in less than a mile, the *Spean* by viaduct a hundred yards long. For a couple of miles further it follows the beautiful wooded banks of the river, passing *High Bridge*, by which the old military road from Fort William to Fort Augustus was carried over the stream, and where the first shot of the rebellion of '45 was fired. The bed of the river all about here is deep and rocky, and the steepness of its banks has necessitated the erection of several retaining walls.

The first station is **Gairlochy** (3 m.; $\frac{3}{4}$ mile from the Gairlochy Lock and tiny inn on the canal). Close by are the bridge and *Falls*, or rather *Rapids*, of *Mucomir*, half-a-mile short of the meeting of the Spean and the Lochy.

Bending sharp to the right the line turns north-east, and for the next 10 miles runs well up above the shore of **Loch Lochy**, diverging only to follow the course of the Blackwater up *Glenfintaig*, as far as the bridge by which the road from Spean Bridge to Fort Augustus crosses. Beyond this it crosses the river Gloy, and then skirts the road for a considerable distance, affording a good view across Loch Lochy of the wooded depression through which the waters of Loch Arkaig discharge themselves into the loch and in which is the "Dark Mile" (*p.* 247). Our line now rises and, passing above Letterfinlay, reaches its highest point

about 250 feet above the loch (350 above the sea), eight miles from Spean Bridge. Hence it drops gradually to *Laggan Locks*, beyond which it crosses the watershed of the Great Glen (100 *ft.*) and then skirts the east side of **Loch Oich** for its entire length, 4 miles. **Invergarry Station** is at the south end of the loch and 3 miles from the village. On the opposite side the richly wooded opening of *Glen Garry* and Invergarry Castle, with Ben Tee (2,956 *ft.*) rising grandly to the south of it, constitute the finest scene on the route.

Near the north end of Loch Oich is the only tunnel on the line, and that is less than 70 yards long (19 *m.*). Here, too, close to the *Cullochy Locks* (p. 248) is **Aberchalder Station**, which is the same distance from Invergarry as Invergarry Station. Beyond it the line and the road quit the canal and are for a short distance separated from it by a low hill. Approaching Fort Augustus, **Loch Ness** comes into view, with Mealfourvie (p. 251) about half-way up, on its left side. At Fort Augustus the railway again approaches the canal, immediately on the south side of which is **Fort Augustus Station**. It then crosses the canal by a *swing-bridge* at the top of the chain of locks stepping down to Loch Ness. Next it skirts the face of the historic *Battery Rock*, on which were planted the cannon with which Prince Charlie reduced the ancient fort from which the village takes its name, and on the site of which now stands the beautiful monastery of St. Benedict. The terminus is the **Pier station** on the shore of Loch Ness. The line throughout is worthy of the "West Highland's" reputation. For the village, *see* p. 250.

On by *boat* to **Inverness**, p. 250. *Road (cycling)*, p. 159.

CONNEL FERRY (6 *m.* from Oban) to **BALLACHULISH**, 28½ *m.*

This new line, like the last described, only calls for a brief notice in these pages, because it runs either through or parallel to routes already described in full, viz.:—Connel to Ledaig (Benderloch) on page 223, and the sea-route from Oban to Inverness, 239. The only divergence is between Benderloch and Creagan stations, where the line skirts Loch Creran for nearly five miles, and gets back to the shore of Loch Linnhe in another four. It is to be worked by the Caledonian Company, and is expected to be opened during the present season (July, 1903). The huge slate-quarries of Ballachulish are a principal cause of its construction.

Quitting the Callander and Oban line on the Oban side of **Connel Ferry Station**, the new railway at once crosses the narrows of Loch Etive below the Falls (or Rapids, pp. 230 and 71) by a cantilever bridge, almost an exact miniature of the Forth Bridge, with a span of 500 feet. The intermediate stations are:—*Benderloch*, 3 *m.*; *Creagan*, 9½; *Appin*, 13; *Duror*, 19;

Kintallen, 23; and *Ballachulish Ferry*, 26. Between the first two named the line affords a view, across the water, of the Loch Nell Observatory, and close to the latter it passes Ledaig and Beregonium (*p.* 223), both on the right. This is the "ruin-mound, once the splendid Selma, the palace-stronghold of Fingal" (*credat Judæus Apella!* "Tell that to the Marines!"). A little over a mile further, also on the right, rises the "black keep" of Barcaldine (*p.* 223). At **Creagan**, Loch Creran, after being skirted for four miles, is crossed at its narrowest part, the Ferry. The low islets in this loch are a favourite nesting-place of the white sea-swallows, and on their rocky edges, the seals, such as one used to see on the reefs of Arisaig before it was superseded by Mallaig, occasionally appear. Thence, bending back to Appin, we follow the shore of Loch Linnhe all the way to Ballachulish, getting a fine view across the water to the mountains of Morven, between Kingairloch and Ardgour. The Castles Stalker and Shuna (*p.* 160) are conspicuous from beyond Appin, and the prospect is particularly fine as we take the last bend round to Ballachulish Ferry, looking up to the Corran Narrows. **Ballachulish Ferry** Station is a little behind the hotel, and $2\frac{1}{2}$ miles short of the terminus. There are small inns at Creagan ($\frac{1}{2}$ m. from station) and Duror. Both have six-days' licenses, and two or three bedrooms.

FOYERS.

(See *pp.* 250 and 158.)

Opposite Mealfourvie, we call at the Pier of **Foyers** (*Foyers Hotel*, good and pleasantly placed, $\frac{1}{2}$ m. up through the wood). The Aluminium Works erected some years back have caused an unfortunate scar in the hill-side behind them, and the falls are greatly dependent on the recent character of the weather, as the works have first call on the supply above. The gorge, however, retains all its pristine beauty. To reach it from the hotel, follow the road south, which is shortly joined by a zigzag road up from the pier, for nearly a mile, where a gate introduces you to a path which winds steeply down to the Lower Fall, close by which one can judge from time to time of the quantity of water diverted. Then, returning, we proceed by a new path which, a little way beyond the aforesaid gate that opens on to the path leading direct to the Lower Falls, is entered through a wooden gate. This path leads down round the edge of the precipice and affords a fine view of the gorge and the rapids, and joins the road from the pier leading to the old Mansion House a little east of the bridge over the river.

In order to ensure a constant supply of water for the Aluminium Works, the Company have erected an embankment at the west end of Loch Garth, which has had the effect of joining it with Loch Farraline and making two previously small lochs into one sheet of water nearly five miles long.

P. 247.—**Invergarry**. A charming walk. (The road, after leaving the hotel, misses the lovely river-scenery between it and the loch (Garry.) Well-kept paths open, through the kindness of the proprietress, to visitors, skirt the stream on both sides, and may be reached from the road by wicket-gate or stone step-stile at various points. You can enter 100 yards beyond the hotel, and proceed for 3 miles through rock and wood by alternating pool and rapid to a foot suspension-bridge, just below the exit of the river from the loch, whence the view up through the singularly narrow gorge, by which the river escapes from the

loch, and which contains two voluminous falls, and *down* along the route we have just come, is enchanting.

Hence we may either return by the other side of the stream all the way to **Garry Bridge**, $\frac{1}{2}$ m., below the hotel—there are two intermediate bridges—or, by an obvious bend back, to the *road*, entering it about $2\frac{1}{2}$ miles from the hotel.

The **grounds of Invergarry House** (Mrs. Ellice) are also open to visitors (Sundays included) during the absence of the family. They are, perhaps, the most beautiful spot on the shores of the canal from end to end. Cross the bridge below the hotel, and enter by the first gate. Keep round to the left of the House till you descend to the loch-side, and by a trim path reach the old Castle (p. 247). Then return by a higher route that passes just in front of the House. Allow $1\frac{1}{2}$ to 2 hours for the walk.

Edinburgh Castle, Banqueting Hall.

The only handsome room in the Castle is the **Banqueting Hall** erected in 1434, probably on the site of a much earlier building. It occupies the south side of the quadrangle called Palace Square, and formed a part of the old **Royal Palace** adjoining. In 1437 James II. was proclaimed King here, and in 1440 the youthful brothers William and David Douglas were entertained at a banquet called "Ye black dinner," previous to a mock trial (at which the young King was forced to preside), and afterwards executed. Here, too, in 1633 Charles I. held his Coronation Banquet, and in 1648 Cromwell was entertained by the Marquis of Argyle. After the Union of 1707, the Hall was disused for its original purpose and became the Garrison Hospital, nor was it till 1883 that the **restoration** was even thought of. Then it was undertaken by the late Mr. William Nelson, and carried out with the result of its transformation into one of the finest apartments in Edinburgh.

The hall is 84 feet long by 30 wide, and its main features are its **walls** and open timber **roof**, the rafters of which are, at their base, adorned with the armorial bearings of the Governors of the Castle from 1107 to 1805. The **windows** N. and S. contain those of the Scottish kings from Malcolm Canmore, 1057, to James VI., 1567, and other celebrities, and in a small window of the west gable are the Royal Arms of Scotland.

The **fireplace** at the east end has been restored. It is adorned with emblematical figures and richly decorated.

The **arms** and **armour**, of which there are some sixty sets suspended from the walls, were brought from the old Armoury, supplemented with a large number sent from the Tower of London. They date from the sixteenth century (abt. 1570) to the Battle of Waterloo—one set also of swords and scabbards from Balaclava. There are also *Scottish colours* hanging from the gallery; a brass gun on a carriage captured by the Gordon Highlanders in India, 1895; and the gun-carriage on which the remains of the late Queen Victoria were carried from Osborne to Cowes on Feb. 1st, 1901.

. A complete **Catalogue** of all these treasures is contained in the description of the "Banqueting Hall, Edinburgh Castle," published at the Hall itself, 1902. Price 3d.

INDEX.

N.B.—Where more than one page is referred to, that on which a locality is particularly described is given first.

Telegraph Stations are indicated by an asterisk. The names enclosed in square brackets are required to complete the address; "N. B." (North Britain) should be added in all cases.

A

Abbey Craig, 63
 Abbotsford [Galashiels], 41
 Aberchalder, 159, 248, 334
 ***Aberdeen**, 100
 *Aberdour, 95
 ***Aberfeldy**, 135, 75
 ***Aberfoyle** [Stirling], 57, 199
 Abergeldie Castle, 108
 *Abernethy, 76
 *Aboyne [Aberdeensh.], 105
 Abriachan, 251
 A'Chailleach, 131
 *Achanalt [Ross-sh.], 167
 *Acharacle, 329
 Acharn, Falls of, 137, 74
 Achinner Lodge, 80
 Achnacroich, 230
 *Achnasheen,
 ***Achnasheen** [Ross-sh.], 167, 275
 Achriach, Falls of, 244
 Achterneed, 166
 Affric Lodge, 163
 Ailnach Gorge, 113
 Ailsa Craig, 214
 Aird, Point of, 325
 Airlie Castle, 87
 Aldbar, 92
 Aldourie House, 251
 *Alexandria, 197
 *Alford, 104
 Allargue, 104
 *Alloa, 63
 Alloway Kirk, 14
 Allt Mor, 131
 Alltigh Burn, 159, 250
 ***Alyth**, 87
 Am Bodach, 131
 *Amulree [Dunkeld], 80
 Angel's Peak, 145
 *Annan, 10
 *Appin [Argyllsh.], 240
 *Applecross [Lochcarron], 168
 ***Arbroath**, 85
 Ardochattan Priory, 224
 Ardconnel Castle, 211
 *Ardentinny [Greenock], 216
 Ardeonaig [Perthsh.], 137, 71
 *Ardgour [Argyllsh.], 242
 Ardlamont Point, 209
 ***Ardlui** [Loch Lomond], 191, 234
 Ardnamurohan, 255

Ardoch, 79
 ***Ardrishaig** [Argyllsh.], 210, 238
 *Ardrossan, 180
 Ardtalnaig [Perthsh.], 137
 Ardtornish Castle, 252
 Ardveich Castle, 81
 Ardverikie, 143
 Ardvorlich, 81
 Argyll, Duke of, 203, 228
 Argyll's Bowling Green, 216
 Auldrue, 144, 117
 Arinagour, 326
 ***Arisaig** [Fort William], 332
 Armadale, 256, 282
 Arnisdale, 249, 258
 Arnobol Burn, 331
 Aros Castle, 254
Arran, Isle of, 180
 ***Arrochar** [Loch L'd], 200, 218, 191
 Arthur's Seat, 34
 Atholl Sow, 127
 Attadale, 169
 *Auchmithie [Arbroath], 85
 *Achnasheen, see "Achnasheen"
 *Auchnashellach, 167, 168
 *Auchterarder, 75
 Auld Dinnie, 105
 Aultbeath, 164, 249
 ***Aviemore** [Inverness-sh.], 131,
 117, 287, 290, 153
 Awe, River, 70
 ***Ayr**, 13

B

Bachnagairn, 91
 Bad Step, 268
 Balgownie, Brig, 102
 ***Ballachulish** [Argyllsh.], 240, 335
 ***Ballater** [Aberdeensh.], 106, 89, 91
 *Ballindalloch [Banffsh.], 113
 *Ballinluig [Perthsh.], 121, 158
 *Balloch [Alexandria], 55, 197
Balmacara [*Lochalsh], 260, 249,
 Balmaha, 199 [170, 165]
 Balmoral, 109, 295
 Balmacaan, 251
 *Balquhider [Locheearnhead], 67
 ***Banavie** [Ft. William], 246, 329,
 *Banchory, 105, 93 [159, 193]
 *Bannockburn (Battle-field), 62
 Barcaldine Castle, 223
 Barone Hill, 208

- Barra [*Castlebay, Oban], 319
 Barrisdale, 248
 *Barvas, 280
 Bass Rock, 6
 Beallach Pass (Kintail), 164, 262
 Beallach-nam-bo (Applecross), 169
 (Loch Katrine), 51
 Beasdale, 331
 *Beattock, 4
 *Beauly, 161
 Bedford Memorial Br., 141
 Beech Hedge, 135
 Bell Rock, 85
 Beltie Burn, 105
 Bemerside, 40
 Ben A'n, 52
 " Alder, 128
 " Arthur, 190
 " Attow, 293
 " Bynac, 152
 " Chonzie, 71
 " Chulloch, 139
 " Cleuch, 63, 64
 " **Cruachan**, 299
 " Douran, 192, 245
 " Eagach, 136
 " Eay, 168
 " Ime, 200
 " **Lawers**, 291, 73
 " **Ledi**, 309
 " Lingham, 167
 " **Lomond**, 306, 59
 " Lui, 297
 " **More** (Mull), 253
 " " (Perth), 294
 " **Muich Dhuil**, 286
 " **Nevis**, 284, 246
 " " from Banavie, 246
 " Resipol, 253
 " Screel, 259
 " Tarsuin, 183
 " Tuirc, 188
 " Vane, 169
 " Venue, 52
 " Vorlich (Loch Earn), 305
 " " (" Lomond), 201
 " Vrackie, 312
 " -y-Gloe, 298
 " -y-Hone, 71
 Benbecula, 318, 319
 Bennan Head, 187
 Beregonium, 223
 Bernera Barracks, 257
 *Bervie [Foordoun], 86
 *Berwick-on-Tweed, 6
 Bidean-nam-Bian,
 ***Birnam** [Perthsh.], 119
 Black Mile, 247
 *Blackford [Perthsh.], 75
 Black Mount, 192
 Black Spout, Pitlochry, 123
 Blackwater Foot, 187
 Black, William, 252, 279
 ***Blair Atholl**, 126, 299
 Blairgour Fall, 211
 ***Blairgowrie**, 134, 115
 *Blairmore [Argyllsh.], 216
 Blaven, 268
 Bloody Bay, 225
 Boar of Badenoch, 127
 *Boat of Garten [Inverness-sh.], 133
 Bochastle, 49, 65
 Bohally Ferry, 138
 Bona Ferry, 158, 251
 Bonnington Linn, 178
 Bonskeid, 124
 Borrodale, 331
 Bore stone, 62
 Bothwell Castle, 176
 Boturich Castle, 198
 *Bowmore [Argyllshire], 210
 Braan Fall (Dunkeld), 121
 Bracklinn Falls, 49
 Braedownie, 91
 ***Braemar**, 110, 88
Braeriach, 290, 130
 Braid Hills, 17
 Brander, Pass of, 70, 233
 ***Brechin**, 92, 108
 ***Bridge of Allan**, 47, 189
 " Awe, 70, 303
 " Balgay, 74
 " Brown, 50
 * " Cally (Blairgowrie), 88, 115
 * " Dun (Montrose), 91
 " Dye, 105, 94
 * " Earn, 76
 " Feugh, 105, 94
 " Garry, 123
 " Grudie, 276
 " Laggan, 130, 142
 * " Orchy, 192, 233, 245
 * " Roy [Inverness-sh.], 244
 *Bridgend [Argyllshire], 210
 Brig of Balgowrie, 102
 " " Don, 102
 " " Doon, 14
 * " " Turk [Callander], 50
 ***Broadford** [I. of Skye], 265, 267
 ***Broddick** [I. of Arran], 180, 182
 Broomhill Sta., 133
 *Broughty Ferry [Dundee], 85
 Bruar, Falls of, 126
 Bruch-na-Fray, 270
 Buchaille Etive, 230
 *Buchlyvie [Stirling], 56
 Bunawe, 241
 Burn of the Vat, 107
 Burn, The (North Esk), 93
 Burns Monuments, 11, 14, 28, 13
 *Burntisland, 95
Bute, Island of, 208
Bute, Kyles of, 236, 209
 *Butterston, 134
 Bynack Lodge, 116, 141

C

Caenlochan Glen, 88
 Cairnbaan, 211, 237

- *Cairndow, 200, 236
 Cairn Rìge, 293
 " Fhreicheadain, 130
 " **Gorm**, 286, 151
 " Maing, 130
 " o' Mount, 94, 105
 " of Cornbreach, 296
 " Sgulain, 131
 " Taggart, 296
 " **Toul**, 290
 Cairnwell, 135, 114
 Caldron Linn, 64
Caledonian Canal, 246, 158
 Calgary Bay, 226
 ***Callander**, 48, 234
 Callernish, Stones of, 280
 Cally Bridge, 89
 Camasericht, 140
 Camasunary, 268, 272
 Camban, 293, 164
 Cambuskenneth Abbey, 62
 Cambus o' May, 106
 Camp Hill, 176
 *Campbeltown, 188
 Campsie Fells and Glen, 176, 56
 *Canna Island, 321
 *Cannich, 162, 251
 Capel Mount, 91, 108
 *Carbost, 322
 Cargill, 86
 Carinish, 318
 ***Carlisle**, 3
 Carnaverie Castle, 210
 Carn Ban, 130
 *Carnoustie, 85
 *Carradale, 188
 ***Carr Bridge**, 149, 132
 *Carrick Castle, 216
 Carron Water, 94
 Carsaig Arches, 229
 Carse of Gowrie, 82
 *Carstairs, 4
 Cartland Crag, 179
 Castle Campbell, 63
 " Grant, 147, 133
 " Menzies, 135
 " Moil, 262
 " Tirim, 331
 ***Castlebay** [Oban], 319, 318
 Catakol Bay, 188
 Caterthuns, The, 92
 Causer, 151
 Cawdor Castle, 134
 Causeway Head, 47, 62
Chisholms Pass, 163
 Clir Mhor, 184
 "Clachan of Aberfoyle," 57
 Cladich, 205
 Clattering Bridge, 94
 Clava, Stones of, 157
 ***Clova**, [Kirriemuir], 90
 Clunie, Castle of, 134
 Clunie Inn, 249, 259, 293
Clyde, Falls of, 177
 Cobbler, The, 200, 190
 Cock Bridge, 104, 109
 Coilacreach Inn, 108
 Coilantogle, 49
 Coir-na-ceud-creich, 167
 " -nan-Uriskin, 53
 Colbost, 326
 *Colintraive [Argyllsh.], 209
 *Coll, Island [Oban], 326
 Colonel's Bed, 112
 *Colonsay [Greenock], 327
 Compass Hill, 321
 *Comrie [Crieff], 80, 67, 71
 " Castle, 138
 *Connel Ferry [Argyll-sh.], 223, 71, 335
 Cona Glen, 243
 Conon, River, 165
Coolin (Cuchullin) Hills, 321, 308
 Corndavon Lodge, 109
 *Corpach [*Ft. William], 246, 329
 Corra Linn, 178
 Corran, 259
 ***Corrie** [I. of Arran], 180, 184
 Corrie Dhomndail, 291
 Corriemulzie Falls, 112
 Corrievreckan, 212
 Corriyarrick, 128, 245
 Corrour Lodge, 193
 Corry-na-Creich, 272
 *Cortachy, 90
 Cosack, 163
 Coshieville, 138
 *Coupar Angus, 86
 *Cove, 216
 Coylum Bridge, 117, 132, 153
 Craigandarroch, 107
 Craig Beg, 128
 Craig Dhu, 129
 ***Craigendoran**, 217
 Craigenterrie, 210, 238
 Craig Hall, 135, 115
 Craig Choinnich, 111
 Craig-Meallachocaire, 130
 Craiglush, 134
 Craig Meggie, 143
 Craig-mor, 150
 Craignethan, 179
 *Craignure [Argyllsh.], 252
 Craigour, 123
 Craig Royston, 199
 Craig-y-Barns, 120
 Craskie, 163
 Crathes Castle, 105
 *Crathie [Ballater], 109
 Creagan, 335, 242
 *Creagorry, 318
 *Criannlarich [Perthsh.], 69, 233, 191,
 245
 ***Crieff**, 79
 " Junction, 75
 *Crinan, 237
 " Canal, 211, 237
 Croe Bridge, 164
 Cruachan Falls, 70, 300
 Cruaidhleac, 129
 Cuilfail Hotel [*Kilmelford], 225

Culblean, 107

Cullochy, 248, 334

Culloden, 157, 132

Cumbræ Isles, 214

Cycling :—General approaches and main through routes, *pink pages*. Edinburgh to Melrose, etc., 37; Aberfoyle, Inversnaid, 52, 57; Stirling to Oban, 65; Crieff and Lochearnhead, 67 and 79; Kenmore, Fortingal, etc., 74; Don Valley, 104; Dee Valley, 104; Perth and Inverness, 118; Pitlochry, Struan and Rannoch, 138-9; Grantown, Nethy Bridge, 148; Carr Bridge and Inverness, 149; Inverness to the West, 160, 165; Arran, 186; Glasgow to Oban, 196; Crinan Canal, 211; Glasgow to Inveraray, by Loch Goil, 216; Oban to Fort Augustus, and Inverness, 239, 159; Caledonian Canal to West Coast, 248; Mull, 254 Skye, 263, 323; Outer Hebrides, 318.

D

Dalalea, 329

*Dalkeith, 36

***Dalmally**, 69

*Dalmeny, 44, 76

Dalnacardoch, 129

Dalnashaugh [*Ballindalloch], 113

*Dalnaspidal, 127

Dalness Lodge, 231

*Dalwhinnie [Inverness-sh.], 127

Dark Mile, 247

Dava [Grantown], 148

*Daviot, 132

Demyat, 62

Derry Lodge, 116, 146

Devil's Cauldron, 67

„ Elbow, 114

„ Mill, 64

„ Point, 115, 145

„ Staircase, 231

Dhu Hearateach L.H., 229

***Dingwall**, 165, 275

*Dinnet, 106, 108

Divie, river, 133

Divach, 251

Dochfour House, 251

Dog Stone, 221

*Dolgarroch, 251

***Dollar**, 63

Don Valley, 104

Dorback Lodge, 150

Dornie [Lochalsh], 165, 249, 261

*Doune [Perthshire], 48

Drum Caillich, 129

„ Fiaclach, 331

„ (Strath Glass), 162

Drum Castle, 105

Drumgask, 128

Drumhain, 269

Drumlanrig, 12

Drummond Castle, 79

Drummond Hill, 73, 137

Drummossie Moor, 134

*Drumnadrochit [Inverness], 251, 158

Drumochter, 127, 157

Dryburgh Abbey, 39

Duart Castle, 252

Dubh Loch, 107

Dubton, 94

Duchray water, 199

Duirinish, 261, 170

Duke Murdoch's Castle, 58

*Dulnain Bridge, 149

*Dumbarton, 196

***Dumfries**, 11

Dunan Bay, 85

*Dunbar, 6

*Dunblane, 48

Duncraggan, 50

Duncraig, 261, 170

***Dundee**, 83

Dundurn, 81

***Dunfermline**, 42

Dunfillan, 81

Duniquoich, 204

Dunira, 81

***Dunkeld**, 119

Dunmacsniochan, 223

Dunnottar Castle, 95

Dunollie Castle, 221

***Dunoon**, 218, 207

*Dunphail, 133

Dunsinane Hill, 82, 86

Dunstaffnage Castle, 222

*Duntulm Castle, 274

Dunvardhall, 244

***Dunvegan** [I. of Skye], 322, 275

*Durham, 5

*Duror, 334

Duthil, 149

Dye Valley, 105

Dyke Head, 90

E

*Easdale [Oban], 212

*Eassie, 89

*Ecclefechan, 3

Edendon Lodge, 129

Edinample, 81, 67

*Edinbane [Portree], 322, 275

***Edinburgh**, 17

„ Advocates' Library, 25

„ Albert Memorial, 32

„ Antiquarian Museum, 33

„ Arthur's Seat, 34

„ Botanic Gardens, 32

„ Burns' Monument, 28

„ Calton Hill, 29

„ Canongate, 26

„ Castle, 18

„ City Cross, 25

„ „ Museum,

„ County Buildings, 25

„ Cowgate, 22

„ Dean Bridge, 32

„ Donaldson's Hospital, 32

Edinburgh—cont.

" Fettes College, 32
 " Free Church Assembly Hall, 21
 " Grassmarket, 21
 " Grey Friar's Church, 22
 " Heart of Midlothian, 24
 " Heriot's Hospital, 22
 " Heriot Watt College, 22
 " Holyrood, 27
 " General Assembly Hall, 21
 " Knox' House, 26
 " Lawnmarket, 22
 " Medical School, 22
 " Moray House, 26
 " Museum, 22
 " National Gallery, 30
 " Nat. Portrait Gallery, 33
 " Newhaven, 33
 " New Royal Infirmary, 22
 " Parliament House, 25
 " Princes Street, 29
 " Queensberry House, 26
 " Queen's Drive, 34
 " Royal Institution, 30
 " Salisbury Crags, 34
 " Scott Monument, 30
 " Scott's House, 32
 " Signet Library, 25
 " St. Giles' Cathedral, 22
 " St. Mary's Cathedral, 31
 " Statue Gallery, 30
 " Stewart's Hospital, 32
 " Tron Church, 25
 " University, 22
 " White Horse Inn (old), 26
 Edrarnuckie, 72
 ***Edzell** [Brechin], 92, 105
 ***Eigg**, Isle of, 255, 320
 Eildon Hills, 39
 Eilean Donan, 261
 Elcho Castle, 82
 ***Elderslie**, 206
 Ellen's Isle, 53
 Ellenreoch, 258
 English Lakes, 2
 Erisca, 240
 Essie Hill, 271

F

***Falkirk**, 47
 Fallen Rocks, 185
 Falls of Acharn, 74, 137
 " " Blairgour, 211
 " " Braan, 121
 " " Bruar, 126
 " " **Clyde**, 177
 " " Cruachau, 70
 " " Divach, 251
 " " Fender, 141
 " " **Foyers**, 335, 250, 158
 " " Garawalt, 111
 " " **Glomach**, 164, 262
 " " Kilmorack, 161
 " " Lochay, 72
 " " Lora, 71, 230

Falls of Moness, 136
 " " Mucomir, 333
 " " Orchy, 233
 " " Tummel, 125
 " " Turret, 80
 Farragon, 136
 Faskally, 123
 Fasfernhouse, 329
 Fasnakyle, 162
 Fearder Bridge, 113
 Fender, Bridge and Burn, 141
 Fernan (Fearnan) [Perthsh.], 137, 73
 ***Fettercairn**, [Laurencekirk], 105, 94
 Fetteresso Castle, 94
 Feughside, 105
 Fincastle Glen, 124
 Fincharn Castle, 211
 Findhorn Glen, 133, 149
 Findon, 95
 Finella, 86
 Fingal's Cave, 227
 " " Grave, 72
 Finlarig Castle, 72, 84
Fishing:—Outer Hebrides, 319, 325
 Flodigarry, 325
 Flowerdale, 168
 ***Ford** [Lochgilphead], 210, 225
 Forest Lodge, 141
 ***Forfar**, 89
 ***Forres**, 133
 ***Fort Augustus** [Inverness shire], 250, 159, 128, 334
 ***Fort William**, 243
 Forter Castle, 88
Forth Bridge, 43, 76
 ***Fortingal** [Aberfeldy], 74, 71, 137
 ***Foyers**, 335, 158, 250
 Freeburn Inn, 132, 149
 Fuinary, 254

G

Gaick Lodge, 129
 ***Gairloch** [Ross-shire], 168, 276
 ***Gairloch** [Fort William], 247, 333
 Gairnshiel, 104
 ***Galashiels**, 37
 Gannochy Bridge, 93
 Garawalt Falls, 111
 Gareloch, 190, 218
 Garrachorry Burn, 145, 291
 Garry Bridge, 123
 " " River, 123, 127
 Garth Castle, 138
 ***Garve**, 166, 275
 Garynahine Inn [Stornoway], 280
 ***Gigha Island**, 209
 Girdleness, 101
 Glamaig, 270
 Glamis Castle, 89
 ***Glasgow**, 171
 " " Cathedral, 173
 " " Museums, 175
 " " Necropolis, 174
 " " Art Galleries, 175
 " " University, 175

Glas Meal, 114
 Glas-na-Cardoch, 332
 Glass River, 161
 Glasven, 257
 Glassalt Shiel, 107, 91
Glen Affric, 163, 293
 Glen Almond, 80
 " Aray, 204
 " Artney, 80
 " Avon, 113
 " Brerechan, 125
 " Callater, 296, 91
 " Cannich, 162
 " Carron, 168
 " **Coe**, 231, 241
 " **Clova**, 90, 108
 " Creran, 241, 233
 " Croe, 200
 " Dee, 116, 146
 " Derry, 287, 152
 " Dessary, 246, 330
 " Dochart, 69, 234
 " Docherty, 167
 " Doll, 90, 114
 " Douglas, 190
 " Dryroch, 324
 " Eagles, 75
 " Elchaig, 163
 " Erichdie, 139
 " **Etive**, 230
 " Euchar, 225
 " Eunach, 132
 " **Falloch**, 201, 191
 " Farg, 76
 " Feochan, 225
 " Feshie, 129
 " Finnan, 329, 243
 " Fruin, 198
 " Fyne, 200
 " Gairn, 108
 " Garry, 248
 " Gelder, 295
 " Geldie, 129
 " Geusachan, 145
 " Gloy, 245
 " Grivie, 164, 293
 " Grudie, 168
 " Guinach, 131
 " Iorsa, 187
 " **Isla**, 87, 114
 " Kinglas, 200
 " Lednock, 80, 71
 " Lichd, 164
 " Lochay, 72
 " Lochy, 247, 159
 " Loin, 200
 " Lonan, 224
 " Lui, 145
 " **Lyon**, 74
 " Mark, 108, 93
 " Meikle, 251
 " Monamore, 188
 " Moriston, 250, 159
 " Muick, 91, 107
 " **Nant**, 224, 211

Glen Nevis, 244
 " Ogle, 68
 " Orchy, 233
 " Prosen, 90
 " Quoich, 111
 " **Rosa**, 183
 " Roy, 245
 " Salach, 224, 242
 " **Sannox**, 184
 " Scorradaie, 188
 " Shant, 183
 " Shee, 134, 88, 114
 " Shellach, 221
 " **Shiel**, 249
 " Shirag, 182
 " **Sligachan**, 272
 " Spean, 193
 " Strae, 233
 " Strathfarrar, 162
 " Tana, 105
 " **Tilt**, 115, 141
 " Torridon, 167
 " Tromie, 129
 " Truim, 129
 " Urquhart, 251
 Glencallop, 329
 Glencaladhr House, 209
 *Glendaruel, 209
 ***Glenelg** [Lochalsh], 257, 249
 *Glenfarg, 76
 *Glenfinnan [Ft. William], 330, 243
 Glengorm Castle, 226, 255
 *Glenlivet [Ballindalloch], 113
 Glenmore Lodge, 152, 288
 *Glenmoriston [Inverness], 250
 Glenuig Bay, 331
Glomach, Falls of, 164, 262
Goat Fell, 183
 Goblin's Cave, 53
 Godsman's Walk, 155
Golf, pink pages, etc.
 Gometray, 226
 Gorry's Leap, 229
 *Gourock [Greenock], 206
 Gramisdale, 318, 319
 Grandtully, 122, 136
 ***Grantown**, 147
 Green Loch, 152
 ***Greenock**, 14
 *Gretna Green, 10
 Grudie, Bridge of, 276
 *Guardbridge, 95
 Guisachan, 162
 *Guthrie [Forfarsh.], 91
 Gylen Castle, 229

H

Hamilton Palace, 176
 Hart o'Corry, 270
 *Harris [Portree], 325
 *Hawick, 9
 Hawthornden, 36
Hebrides, Outer, 316

***Helensburgh**, 218
 Hells Glen, 217, 235
 High Bridge, 333
 Hillside, 85
 Holy Island, 181
 Holy Loch, 207
 Howmore, 318
 *Hunter's Quay [Greenock], 218
 Hutcheson Obelisk, 222

I

Inchaffray Abbey, 79
 Inch Garvie, 44
 Incheape Rock, 85
 Inchrory, 113, 104
 *Innellan (Greenock), 207
 Innergeldie Burn, 71
 Innerpeffray, 79
 Innerwick, 72, 73
 Innis Chonel, 211
 *Insh, 131, 130
 Inverailort, 331
 ***Inveraray**, 203, 235
 Inverarnan, 201
 Inverbeg, 196
 Invercannich *or* *Cannich [Beaul], 162, 251
 Invercauld, 111
 Inverchapel, 202
 Inverchroskie, 125
 Invercloy, 182
 Inverdrue, 131
 Inverey, 112
 Inverfarigaig, 158, 252
 ***Invergarry** [Inverness-sh.], 247, 335, 159, 262, 258
 Inverie, 248
 Inverinate Bridge, 261
 *Inverkeithing, 95
 Inverlochry Castle, 193
 Invermark, 93
 Invermeran, 74
 Invermoriston (*see* *Glenmoriston), 250, 159
 ***Inverness**, 154
 Inveroran [Tyndrum], 192, 241, 233
 Inverscaddle, 243
 ***Inversnaid** [Dumbartonsh.], 201, 154
 Inveruglas, 200
 ***Iona** [Oban], 227
Islay, Isle of, 209
 Isle Maree, 168
 *Isle Ornsay [Broadford], 256

J

Jeantown [*Lochcarron, Ross-sh.],
 Jock's Path, 90 [168]
 *Jura, Isle of, 215

K

Keltney Burn, 74, 138
 ***Kenmore** [Aberfeldy], 137

Keppoch Hill, 261
 Kerrera, Isle of, 222
 Kerriesdale, 168, 276
 Kerrie Falls, 168
 Kilbrannan Sound, 188
 Kilbride (Arran), 182
 " (Skye), 268
 *Kilchoan, 243
 Kilchrist, 268
 Kilchurn Castle, 70
 *Kilchrenan, 224
 *Kilcreggan, 218
 *Kildonan, 186
 Kildrummy, 104
Killiecrankie, Pass of, 125, 123
 ***Killin** [Perthsh.], 72, 137
 Killilan, 163
 Kilmallie, 246
 Kilmaluag (*Duntulm), 325, 273
 Kilmaree, 267, 268
 ***Kilmarnock**, 13
 *Kilmartin [Lochgilphead], 210, 238
 *Kilmelfort, [Lochgilphead], 225
 Kilmichael, 210
 Kilmorack Falls, 161
 *Kilmuir, 273
 *Kilmun [Argyll-sh.], 207
 *Kilninver, 225
 Kilpatrick Hills, 176
 Kilpurney Hill, 84
 Kilt Rock, 325
 Kilvaxter, 273
 Kincardine Castle, 94
 *Kincraig, 131
 Kinfauns Castle, 82
 Kingsburgh House, 273
 *King's Cross [Arran], 186
 King's House [Balquhidder], 67
 " (Glencoe), 231, 140
 ***Kingussie**, 128
 *Kinloch Ailort [Ft. William], 331, 242
 *Kinlochewe [Auchnasheen], 167, 277
 Kinlochiel [Fort William], 329
 Kinloch Marley, 131
 " Moidart *or* *Moidart, 331
 ***Kinloch Rannoch** [Perthsh.], 139, 242, 304
 Kinnaird Castle, 91
 Kinnell Vine, 72
 Kinnoull Hill, 78
 Kinrara Hill, 131
 ***Kinross**, 76, 65
 Kintail [Lochalsh], 262
 Kintraw, 225
 Kinveachy, 149
 Kirkfieldbank, 179
 *Kirkmichael [Perthshire], 125
 *Kirn [Greenock], 218, 207
 ***Kirriemuir**, 89
 Kishorn Pass, 169
 Knapdale, 212
 Knaps of Fafernne, 91, 114
 Knock of Crieff, 80
 ***Kyle Akin** [Inverness-sh.], 262
 * " *of Loch Aish*, 263, 170

Kyles of Rhea, 257, 259

" **Bute**, 209, 236

L

*Ladybank Junction, 95

"Ladder, The," 94, 108

Lady's Rock, 252

Lady Willoughby's Crag, 48

Lagg [*Kilmorie, I. of Arran], 181, 188, 187

*Laggan (Bridge), 128, 142, 245

Laggan Lock, 247

Laig, 320

Lake of Menteith, 56

***Lamlash** [I. of Arran], 186, 180

*Lanark, 177

Langside, 176

*Larbert, 47

Larig Ghru, 143, 116

Laroch Burn, 233

*Laurencekirk, 94

*Lawers [Perthsh.], 73, 137

Leader Glen, 40

Ledard Falls, 58

*Ledaig [Argyllshire], 223

Lednock Glen, 80

***Leith** 15, 16

*Lennoxton, 177, 56

*Leuchars, 95

Leven, River, 197

Liddesdale, 9

***Linlithgow**, 46

Linn of Brown, 150

" " Corriemulzie, 112

" " Dee, 115, 141

" " Muich, 107, 91

" " Quoich, 111

*Lismore, 240

Little Loch Broom, 277

Littleport Hill, 81

Lix Toll, 3, Pink

Loch A'an, 289

" Achray, 51

" Affric, 163

" Ailort, 330, 331

" Aline, 253

" Alvie, 131

" Alsh, 259

" -an-Coire, 143

" -an-Dorb, 148

" -an-Eilean, 131

" -an-Uamh, 331

" an t' Seilach, 129

" Ard, 58

" Arkaig, 246

" Arklet, 54

" Avon, 289, 152

" **Awe**, 210, 237, 70

" Beallach, 164

" Beneveian, 163

" Bracadale, 322, 323

" Brandy, 90

" Broom, 277

Loch Buie, 229

" Builg, 112

" Butterston, 134

" Callater, 296

" Calvie, 162

" Carron, 169, 264

" Chon, 58

" Clare, 167

" Clunie, 134

" **Coruisk**, 268, 271

" Craignish, 225

" Creran, 240, 233

" Culen, 166

" Dochart, 69, 234

" Dochfour, 251

" Doule, 168

" Drunkie, 57

" **Duich**, 261, 249

" **Earn**, 68, 81

" **Eck**, 202, 236

" Ederline, 210, 238

" Eil, 329, 246

" Eilt, 330

" Ericht, 128

" Etchachan, 287

" **Etive**, 230

" Eunach, 132

" Fad, 208

" Feochan, 225

" **Fyne**, 200, 202, 210

" Garry, 248

" Garten, 151

" Garve, 166

" **Gail**, 216

" Harport, 324

" **Hourn**, 258, 249

" -in-daal, 210

" Insh, 131, 157

" **Inver**, 278

" Iubhair, 69

" **Katrine**, 53

" Kennard, 136

" Kinord, 107

" Kishorn, 169

" Laggan, 142, 245

" Lee, 93

" **Leven**, (Argyll), 241, 160

" **Leven** (Kinross), 76

" **Linnhe**, 239, 160

" Lochy, 247, 333

" **Lomond**, 198, 54

" **Long**, 190, 218, 206

" " (Kintail), 257, 164

" Lubnaig, 66

" Luichart, 166, 275

" Lungard, 163

" Lydoch, 140, 242

" Lyon, 74

" **Maree**, 167, 276

" Meikle, 251

" Mel-an-t'-Suie, 247, 285

" Melfort, 225

" Monar, 162

" **Morar**, 330, 332, 333

" Morlich, 153

Loch Moy, 132
 „ Muick, 107, 91
 „ Mullardoch, 162
 „ -na-Ciltan, 332
 „ -na-Keal, 226
 „ Nell, 223
 „ **Ness**, 250, 158
 „ Nevis, 256
 „ of Craiglush, 121, 134
 „ of Lows, 121
 „ Oich, 247, 159, 333
 „ Ordie, 121
 „ Ossian, 193
 „ Pooltiel, 322
 „ Quoich, 248
 „ **Rannoch**, 139, 242
 „ Ranza, 185
 „ Ridden, 209
 „ Roag, 280
 „ Rodel, 324
 „ Rosque, 167
 „ **Scavaig**, 268
 „ **Shiel**, 329, 330
 „ Slapin, 268
 „ Sligachan, 170, 270
 „ Sloy, 201
 „ Snizort, 273
 „ Staffin, 325, 274
 „ Striven, 209
 „ Sunart, 254, 242
 „ **Tay**, 73, 137
 „ **Torridon**, 167, 276
 „ Treig, 193, 245
 „ Triochatan, 241, 231
 „ Tromlee, 224
 „ **Tummel**, 124, 138
 „ Vennachar, 50
 „ Va, 149
 „ **Voil**, 66
 „ Vrotten, 130
 * **Lochalsh**, 259 [70]
 * **Lochawe Station**, [Argyllsh.],
 Lochay Bridge, 72
 * **Lochboisdale** [Oban], 319, 318
 * **Lochearnhead** [Perthsh.], 67,
 [234]
 *Lochee, 84
 Lochellside, 329
 *Lochgilphead, 210
 * **Lochgoilhead** [Greenock], 217
 Lochhournhead, 248, 259
 * **Lochinver** [Lairg], 277
 Lochlee, 93
 * **Lochmaddy**, 324, 319
 *Lochmarree [Ross-sh.], 276, 168
Lochnagar, 295
 * **Lochranza**, [Greenock], 185, 180
 *Lockerbie, 4
 Logierait, 122
 „ Long John,” 193, 244
 Lora, Falls of, 71, 230
 Lord Huntly's Cave, 148
 „ Lovat's Cave,” 229
 *Luib, 69, 234
 Luib-na-damph, 293, 163
 Lui Beg, 116, 146

Luirgan, 80
 *Lumphanan, 105
 Lunan Church, 85
 Lurcher's Rock, 288
 *Luss [Loch Lomond], 199, 54
 Lynwilg [*Aviemore], 117, 288, 144
 Lyon, River, 74

M

Macbeth, 105, 228
 Macdonald (Flora's) Grave, 273
 *Machrihanish, 188
 Macleod's Maidens, 322
 „ Tables, 322
 Mad Stream, 269
 Maiden's Pap, 185
 Maiden Isle, 252
 * **Mallaig**, 332
 Mam Rattachan, 249
 „ Soul, 293
 Mar Lodge, 112
 Marble Lodge, 141, 116
 Marscow, 270
 Mashie River, 142
 *Mauchline, 13
 Mealfourvie, 251
 Meggerney Castle, 74
 Meigle, Stones of, 87
 Meiler, 73
 Melfort, Pass of, 225
 Melgarva, 245
 * **Melrose**, 37
 Menteith, 55
 *Millport, 214
 Minch, The, 278
 Mingary, 243, 254
 Mingulay Cliffs, 317
 Minigaig Pass, 130
 Monboddie House, 94
 Moncreiffe Hill, 78
 Monega Hill, 88, 114
 Moness, Falls of, 136
 * **Montrose**, 85
 Monzie Castle, 79
 Moor of Rannoch, 192, 140, 242
 Morar, 332, 333
 Mordaunt Top, 78, 76
 Morrone Hill, 110
 Morven, 91
 „ Argyll, 240
 Morvich, 164
 Mossiel, 13
 Moulin [*Pitlochry], 122, 123
 Mount Blair, 88
 „ Keen, 93, 108
 „ Misery, 197
 Mouse Water, 179
 Moy, 132, 143
 Muckrach House, 149
 Mucomir Falls, 333
 Muic (Muck), Isle, 320
 Muick, Falls of, 107
 *Muirtown, 251
Mull, Isle of, 252-4
 „ of Kintyre, 188, 238

Mullafheas, 325

*Murthley, 119

*Muthill, 79

N

*Nairn, 133

Neptune's Staircase, 329

*Nethy Bridge, 150

*Newhaven, 33

*Newport, 85

*Newtonmore [Kingussie] 128

*Newtyle, 84

Nithsdale, 12

North Esk, River, 92

North Uist, 318, 319

O

*Oban, 219

Ochil Hills, 63

Ochertyre, 80

Old Man of Storr, 314

*Onich, 242

Orchy River, 233

Ormidale, 209

Oronsay, 327

Ossian's Hall, 120

*Otter Ferry, 209

Outer Hebrides, 316

P

*Paisley, 80

Pananich Wells, 108

Paps of Jura, 210

Parallel Roads of Glen Roy, 245, 143

Pass of Aberfoyle, 58

„ Awe, 70

„ Ballater, 107

„ Beallach, 164, 262

„ Brander, 70

„ **Killiecrankie**, 125, 157

„ Leny, 66, 234

„ Melfort, 225

Peak of the Castles, 184

Pennyercross Ho., 229

Pennyfuir Cemetery, 222

Persie Inn, 115, 88

*Perth, 77

Pictish Towers of Glenelg, 258

“Pigs' Paradise,” 327

*Pirn Mill, 188

*Pitlochry, 122

Pladda, Isle, 214

*Plockton [Ross-sh.], 261, 170

Plodda Falls, 162

*Polmont, 47

Poloskie, 125

Poltalloch, 212

*Poolewe [Ross-shire], 278

Pools of Dee, 145, 117

Port Appin [see *Appin]

* „ Askaig, 210

* „ Bannatyne [Rothsay], 208

* „ Ellen [Argyllsh.], 209

* „ of Menteith [Stirling], 55

Port-in-Sherrick, 211, 238

Portnacraig, 124

*Portree, 270

*Portsonachan, 224, 211, 238

*Portobello, 6, 10

*Prestonpans, 6

Prince Charlie, 271, 331, 329

„ „ Monument, 330

Priory of St. Fillans, 191

Q

Queen's Drives, 34, 111

„ View, 124

„ Well, 93, 108

*Queensferry, 44

Quiraing, 274

Quoich, Linn of, 111

R

*Raasay [Kyle], 170

Randolph's Leap, 133

Rannoch Station [Perth-sh.],

193, 242, 245

Moor, 192, 245

Redcastle, 85

Red Head, 85

Reekie Linn, 87

Relugas, 133

*Renfrew, 206

*Renton, 197

Rescobie Loch, 91

“Rest and be thankful,” 200

Restennet Priory, 91

Revoan, Pass of, 152

Rob Roy's Cave, 191, 201

„ „ Grave, 67

Rock of Weem, 135

Roshven, 331

*Roslin, 34

Ross of Mull, 229

*Rothsay, 208, 236

Rothiemurchus, 116, 144

*Row (“Roo”), 190

Rowardennan [Loch Lomond], 199, 54,
306

Rowchoish, 306

*Roy Bridge [Kingussie], 193, 244

*Rum, Isle of, 321, 318

Rumbling Bridge (Dunkeld), 121

* „ „ [Stirling], 64

Ru-na-gal, 254

S

***St. Andrews**, 96

* „ Boswell's, 9, 39

* „ Catherine's [Argyllsh.], 200, 217

„ Figat's Stone, 148

„ Pittick's Church, 95

„ Fort, 95

***St. Fillans** [Perth-sh.], 81, 67
 " Kilda, 327
 " Ninian's, 62
 " Oran's Chapel, 228
 " Serf's Island, 76
 Salachail, 233, 241
 Salen [*Aros, I. of Mull], 253
 " [Sunart], 255, 242, 329
 Salisbury Crags, 34
 Sanda, Isle, 215
 *Sanquhar, 12
 Scalasaig, 327
 *Scalpay (Harris), 325
 Scarba, Isle, 215
Schiehallion, 304
 Scone Palace, 78
 Scour Derg, 241
 " Donill, 241
 " **Ouran**, 293
 Scur of Eigg, 255
 " -na-Banatic, 321
 " -na-Gilleann, 308
 " -na-Lapich, 162
 Settle and Carlisle Line, 8
 Sgor-an-dubh (The "Scur"), 130
 *Shandon, 218, 190
 Shedog, 188
 Shelterstone, 289
 Sheriffmuir, 48
 Shepherd's Hill, 152
 Shian Ferry, 224
 Shiant Isles, 277
 Shiel Bridge, 243
 Shiel Inn, *Glenshiel [Loch Alsh], 249,
 164, 293
 *Shieldaig [Ross-shire], 169
 *Shiskine, 187, 188
 Shuna, Isle of, 160
 Sidlaw Hill, 82
 Skiary, 248
Skye, Isle of, 265
 " Railway, 165
 Slack Burn, 94
 Sleat, Sound of, 256
 ***Sligachan** [I. of Skye], 270, 272,
 308
 Slioch, 168
 Slochd-mor, 149
 Slochd Muich, 132
 Slug of Auchrannie, 87
 Sluggan Pass, 153
 Sma' Glen, 80
 Sound of Mull, 252
South Uist, 318, 319
 Spar Cave, 268
 ***Spean Bridge** [Inverness-sh.],
 193, 244, 143, 333
 Spey River, 128, 142 [114, 135, 88
 Spittal of *Glenshee [Blaigowrie],
 Sput Rollo, 71
Staffa, Isle of, 226
 *Staffin [Portree], 325, 274
 Stage House, 330
 Stalker Castle, 160
 Standing Stones (Arran), 187

*Stanley Junction, 86, 118
 Steinscholl (*Staffin), 274
 ***Stirling**, 59
 Stobinian, 294
 Stonebyres Linn, 179
 *Stonehaven, 94, 86
 Stones of Callernish, 280
 ***Stornoway**, 279
 Storr Rock, 312
 Strachan, 105, 94
 *Strachur [Argyllshire], 203
 Strath Ardle, 125
 " Bran, 166, 167
 " Glass, 161
 " Mashie, 128
 " More, 89, 118
 " Tummel, 74, 128
 Strathaird Point, 268
 Strathallan, 79
 *Strathcarron [Ross-sh.], 167, 168
 *Strathdon, 104
 Strathmore, 118
 ***Strathpeffer**, 166
 *Strathyre [Stirling], 66, 234
 String, the, 188
 ***Strome Ferry**, 169, 275
 Strome Inn, 169
 *Stronaclachar [Inversnaid], 54
 Stronaclachich, 72
 Strone Armaltie, 52
 *Strontian [Argyll-sh.], 242
 *Struan [Perth-sh.], 127, 139
 *Struan (Skye), 323
 *Struy [Beaulie], 162
 Sunny Peak, 231
 Sweno's Stone, 133

T

Table of Lorne, 252
 Talisker [*Carbost, Portree], 324
 Talladale, 276
 Tanar, Water of, 105
 Tarbert (see "Harris"), 325
 " [Loch Fyne], 209 [245
 ***Tarbet** [Loch Lomond], 54, 191, 200
 (Loch Nevis), 330, 332
 Tarf, River, 141, 116
 *Tarfside [Breichin], 93, 108
 Tay Bridge, 84, 82
 Tay River, 121, 78
 Taychreggan [*Portsonachan], 224, 211
 *Tayinlone, 322, 275
 Taymouth Castle, 73
 Tay-na-faed, 204
 ***Taynuilt**, 70
 *Tayport, 85
 Teith, River, 65
 Temple Pier, 158, 251
 Tenandry Oh., 123
 *Thornhill, 12
 *Thornton Junction, 95
 *Tigh-na-Bruaich [Argyll-sh.], 209
 *Tillicoultry, 63

Tillietudlem, 179
 Tilt River, 141, 116
 Tinto Hill, 4
 Tirafour-Castle, 240
 *Tiree [Oban], 326
 ***Tobermory**, 254
 Tolmount, 90, 114
 Tomachastle Hill, 80
 *Tomatin, 132, 149
 *Tomdoun Hotel, 248, 258
 *Tomich, 162
 *Tomintoul [Ballindalloch], 113, 109,
 104, 150
 Tom-na-Hurich, 156
 Torgoyle, 250
 Torlum Hill, 80
 Torrin, 268
 *Torphins [Aberdeensh.], 105
 Totaig, 260, 262
 Treshnish Isles, 226
 ***Trossachs** [Perth-sh.], 51
 Tulach Hill, 127
 Tulchan, 114
Tulloch Station (*Roy Bridge),
 193, 245
 Tummel Bridge [Pitlochry], 138, 74, 137
 " Falls of, 125
 " River, 122, 124
 Turret Falls, 80
 *Tyndrum [Perthshire], 69, 192

U

*Uig [Portree], 273
Uist, N. } 319, 318
 " **S. }**

*Ullapool [Ross-shire], 278
 Ulloa's Circle, 292
 *Ulva (Ferry), 226
 Urie House, 94
 Urquhart Castle, 158, 251
 Urrard House, 126

V

Vat, The, 107
 Victoria Bridge, 146, 111

W

Wallace Monuments, 62, 104
 Waterloo Pillar, 9
 Weem [*Aberfeldy], 135, 75
 Wells of Dee, 291 (see "Pools of Dee")
 ***Wemyss Bay**, 214
West Highland Railway, 190
 West Water, 92
 Whistlefield, 202, 218
 White Bridge, 75, 138
 " " Inn, 159
 *Whiting Bay [I. of Arran], 186, 180

Y

***York**,

NOTES.

(Scotland I.)

N.B.—The Author will be greatly obliged for information regarding anything wrong or inexplicit in this volume.

Address,

M. J. B. BADDELEY,

BOWNESS-ON-WINDERMERE.

NOTES

(Scotland I.)

NOTES.

(Scotland I.)

NOTES.

(Scotland I.)

"HALF-INCH TO MILE" MAP OF ENGLAND AND WALES.

"HALF-INCH TO MILE" MAP OF ENGLAND AND WALES.

REDUCED BY PERMISSION FROM THE ORDNANCE SURVEY

In Case—Paper. 1/-, on Cloth, 2/-, on Cloth, dissected. 2/6 per Sheet.

Complete Set mounted on Cloth, in Six Special Cases. 80/-

Do. Paper

Three do.

40/-

THE TIMES:—

"Nothing better in the way of Maps—they are beautifully clear and with every detail for all practical purposes."



The map on each sheet measures about 20 x 30 inches.

FEATURES OF THE SERIES.

These Maps are all reduced from the Ordnance Survey and specially revised to date before going to press. Roads are distinguished as Main Roads, Secondary Roads, and Footpaths. The Land is coloured according to Contours of Altitude, and the Driving and Cycling Roads are shown in Brown—*Most useful features for Cyclists and Tourists.* Roadside Inns and Hotels are indicated, also all Fishing Streams, Lochs, Woods & Forests, Antiquities, &c. Counties are named and their Boundaries defined.

SOLD AT ALL BOOKSELLERS AND BOOKSTALLS AT NET PRICES

BARTHOLOMEW'S

POCKET SERIES OF

DISTRICT MAPS AND PLANS

By J. BARTHOLOMEW, F.R.G.S.

Those marked with an asterisk are price 1s. each, mounted on cloth and in case—the other larger Maps are 1s. paper and 2s. cloth.

DISTRICT MAPS.

- | | |
|---|---|
| <ul style="list-style-type: none"> *Aldershot & Envs. Sc., 4 m. to in. Belfast and N.E. Counties Do. British Isles, Railway Map. *Cambridgeshire Scale, 4 m. to in. *Cheshire Do. *Connemara District. Do. *Devonshire Do. *Donegal County Do. *Edinburgh, Env. of. Sc. 2 m. to in. *Glasgow, Envs. of. Do. *Hampshire. Sc., 4 m. to in. *Isle of Wight, with Guide. 1 in. to m. *Kent, County of. 4 m. to inch. Keswick, Ullswater, &c. 1 inch to m. *Killarney & Cork. 4 miles to inch. *Lake District and Windermere. 3 miles to inch. *Lancashire. Scale, 4 m. to inch. Limerick & Shannon. Do. *Lincolnshire. Do. | <ul style="list-style-type: none"> *Liverpool & Environs. 4 m. to inch London & Envs. 50 Mile Radius Map 4 miles to inch. London & Environs. 1 inch to mile. *Manchester & Env. Scale, 4 m. to in Melrose Pocket Guide. 1s. *Northumberland Co. 4 m. to in. *Norfolk Co. Do. *Shropshire. Do. *Somersetshire Do. *Staffordshire Do. *Surrey & Sussex. Do. Thames, The River. 2 miles to inch *Wales, North. Scale 4 m. to in. * Do., South-West Do. Wexford & Waterford Do. *Wiltshire. Do. Windermere and Morecambe Bay 1 mile to inch. Yorkshire. Scale, 4 miles to inch. |
|---|---|

SPECIAL CYCLISTS' MAPS.

Scale, Half-an-inch to Mile. Coloured to show Cycling Roads.
Price 1/6 each, mounted on cloth.

- | | |
|---|--|
| <ul style="list-style-type: none"> Birmingham District. London: Northern District. Manchester and Liverpool Districts. | <ul style="list-style-type: none"> Leeds and Sheffield Districts. London: Southern District. |
|---|--|

TOWN PLANS.

- | | |
|--|---|
| <ul style="list-style-type: none"> *Birmingham, with Index. *Bournemouth, with Index, Guide and Environs. *Brighton, with Index. *Dublin, with Index, Guide and Environs. *Durham, with Environs. *Eastbourne, with Index and Guide. *Edinburgh, with Index. Glasgow, with Index. *Hastings & St. Leonards, with Index and Guide. *Harrogate, with Environs. | <ul style="list-style-type: none"> *Hull, with Index and Guide. Liverpool, with Index. London, with Index and Guide. London, City. 12 in. to m. London, East. London, South. London, North. London, West. Manchester, with Index. *Oxford, with Environs. Plymouth and Devonport. *York, with Environs. |
|--|---|

SOLD AT ALL BOOKSELLERS AND BOOKSTALLS AT NET PRICES

BARTHOLOMEW'S

GENERAL ROAD-MAP OF ENGLAND AND WALES

Revised from the New Ordnance Survey.

In Twelve Sheets—Scale, 4 Miles to an Inch.

FEATURES OF THE SERIES.

These Maps are now well known for their clearness and accuracy.

All Roads are shown and distinguished as Main Roads, Ordinary Roads, and Foot-paths.

All Fishing Streams, Lochs, Woods and Forests, Antiquities, etc., are shown.

Driving and Cycling Roads are coloured Brown.

Price 1s. each Sheet.

On Cloth, 2s.

On Cloth, dissected, 2s. 6d.



GENERAL MAPS FOR TOURISTS AND CYCLISTS.

Scale, 10 m. to in., Counties and Main Driving & Cycling Roads Coloured.

ENGLAND AND WALES in Two Sections.

Northern Section. Paper, 1s. ; Cl., 2s. **Southern Section.** Paper, 1s., Cl., 2s.

Complete in one Sheet. Cloth, 3s.

SCOTLAND, Tourists' Map. Paper, 1s. ; Cloth, 2s.

IRELAND, Tourists' Map. Paper, 1s. ; Cloth, 2s.

CONTOURED TOURING MAP OF ENGLAND AND WALES FOR CYCLISTS.

Scale, 13 Miles to Inch. Paper, 1s. ; Cloth, 2s.

ENGLAND & WALES, GEOLOGICAL, by Sir ARCHIBALD GEIKIE. Cloth, 12s. 6d.

SCOTLAND. Do. Do. Cloth, 7s. 6d.

Do. Coloured to show Height of Land. Paper, 1s. ; Cloth, 2s.

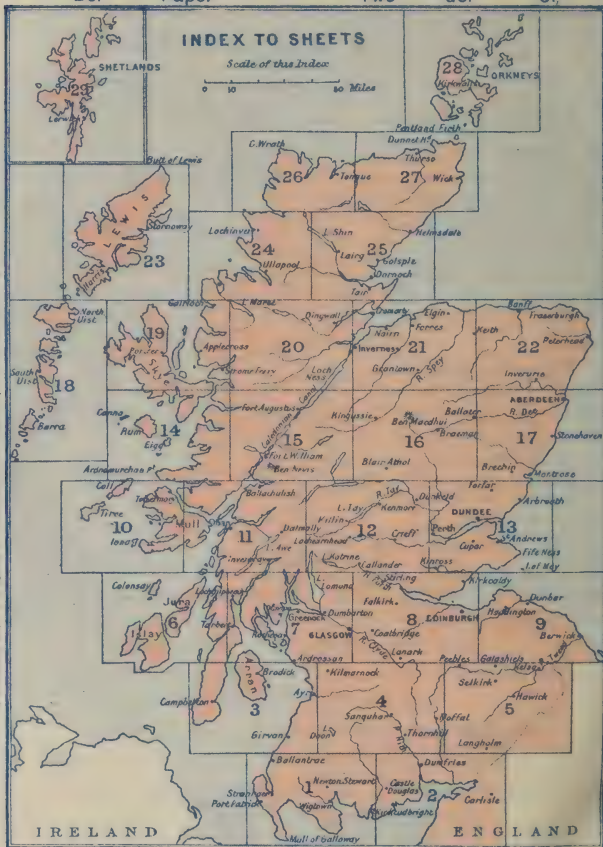
Do. Naturalist's Map, showing Faunal Areas, &c. Do.

SOLD AT ALL BOOKSELLERS AND BOOKSTALLS AT NET PRICES

REDUCED BY PERMISSION FROM THE ORDNANCE SURVEY

Complete Set mounted on Cloth, in Four Special Cases, 62/-

Do.	Paper	Two	do.	31/
-----	-------	-----	-----	-----



THE ATHENÆUM :—"The maps are carefully drawn and engraved, and will prove a boon to Tourists."

The map on each sheet measures about 20 × 25 inches.

The "SCOTSMAN":—

"They leave nothing to be desired for the purpose of the Tourist and Pedestrian. They are at once clear, full, and accurate, and have the additional recommendation of being well mounted, tastefully coloured, and of convenient size."

SOLD AT ALL BOOKSELLERS AND BOOKSTALLS AT NET PRICES

Thorough Guide Advertiser.

N.B.—Communications respecting Advertisements should be addressed to "M. J. B. BADDELEY, Bowness-on-Windermere."

Telegrams to "Baddeley, Bowness-on-Windermere."

Only appropriate Advertisements are inserted.

ALPHABETICAL INDEX

TO

RAILWAYS, STEAMERS, HOTELS, HYDROPATHICS, &c.

Alphabetical order is, as far as possible, observed in this List.

Railways.

	Page		Page
Caledonian	5	Londonderry, Lough Swilly, and Letterkenny	17
Cambrian	13	Midland	8
Cockermouth, Keswick, and Penrith	10	Midland Great Western (Ireland)	15
Furness	11	North British	7
Glasgow and South-Western	6	West Clare	16
Great Northern (Ireland)	14		
London and North-Western	9		

Steamers.

Caithness, Orkney, & Shetland 19	Loch Tay	17
Carron Line (London and Scotland)	MacBrayne's (Glasgow and Highlands)	18
Loch Lomond	Ullswater	21

Hotels.

Derbyshire (Peak District)	26-28	Ireland	46-51
Devon and Cornwall	28-34	Scotland	24, 55-88
English Lake District.	25, 36-46	Wales	51-55

Miscellaneous.

Boyd & Co., Booksellers and Stationers, Oban	80
Buxton, Lodgings	28
Duthie, Photographer and Fine Art Dealer, Glasgow	23
Holland, House Agent, Lodgings, Bowness-on-Windermere	25
Homeland Hand (oks)	35
"Mediterranean Resorts"	22
Sam Read, Bookseller, Grasmere	39

Hydropathics. Shortest

Place.	Name.	Telegraphic Address.	Page
Callander	Callander	Callander Hydro', Callander	24
Windermere	Windermere	Hydro', Windermere	25

Hotels in England and Wales.

<i>Place.</i>	<i>Name of Hotel.</i>	<i>Shortest Telegraphic Address.</i>	<i>Page</i>
Aberystwyth	Queen's	Queen's, Aberystwyth . . .	52
Aberdovey	Trefeddian	Trefeddian Hotel, A'dovey . .	51
Ambleside	Queen's, Saluta- tion, Waterhead }	Queen's, Ambleside . . .	36
Bakewell	Rutland Arms	Rutland Arms, B'well . . .	26
Barmouth	Inveruga	Inveruga, Barmouth . . .	51
"	Orielton Hall	Orielton, Barmouth . . .	53
Beddgelert	Prince Llewelyn	Llewelyn Hotel, B'gelert . .	54
Bideford	New Inn	Ascott, Hotel, Bideford . . .	28
"	Royal	Royal Hotel, Bideford . . .	29
"	Tanton's	Tanton's, Bideford . . .	28
Bowness	(See Windermere)		
Buttermere	Buttermere	Buttermere Hotel . . .	36
Buxton	Balmoral (Private)	Balmoral, Buxton . . .	27
"	Crescent	Crescent Hotel, Buxton . . .	26
"	George	George Hotel, Buxton . . .	26
"	Private Apartments		28
Exeter	New London	Pople, Exeter . . .	30
Grasmere	Prince of Wales	Prince Hotel, Grasmere . . .	37
"	Moss Grove	Moss Grove, Grasmere . . .	36
"	Rothay	Rothay, Grasmere . . .	38
Haweswater	Bampton Grange	Nearest, Penrith, 4 m. . .	39
"	Dun Bull, Mardale	Nearest, Shap, 7m. . . .	39
Ilfracombe	Granville	Granville, Ilfracombe . . .	30
Keswick	Keswick	Wivell, Hotel, Keswick . . .	40
"	Lodore	Lodore Hotel, Keswick . . .	41
"	Portinscale	Harker, Portinscale . . .	41
Llanfairfechan	Queen's	Queen's, L'fechan . . .	58
"	Boarding House	Gatchell, L'fechan . . .	54
Langdale (Great)	Dungeon Ghyll	Nearest at Elterwater, 2½ m.	38
Lynmouth	Lyndale	Lyndale, Lynmouth . . .	35
Lynton	Cottage	Cottage Hotel, Lynton . . .	35
"	Royal Castle	Baker, Hotel, Lynton . . .	35
"	Valley of Rocks	Holman, Lynton . . .	35
Matlock Bath	New Bath	New Bath, Matlock . . .	25
Menai Bridge	Victoria	V'toria Hotel, Menaibdge . .	52
Minehead	Métropole	Métropole, Minehead . . .	3
Porlock	Ship	Ship, Porlock . . .	3
Thirlmere	King's Head	Keswick, 5 m.	4
"	Nag's Head	Grasmere, 4 m.	4
Torquay	Grand	Grand Hotel, Torquay . . .	3
Trefriw	Belle Vue	Bellevue, Trefriw . . .	5
Ullswater	Howtown	Nearest at Pooley Br., 4 m.	4
"	Ullswater	Bownass, Glenridding . . .	4

Shortest

<i>Place.</i>	<i>Name of Hotel.</i>	<i>Telegraphic Address.</i>	<i>Page</i>
Windermere	Belsfield . . .	B'field Hotel, W'mere . .	44
"	Crown . . .	Riggscrown, W'mere . .	44
"	{ Old England (Bowness) }	Old England, B'ness-on- W'mere . . .	45
"	Rigg's . . .	Rigg, Hotel, Windermere .	44
"	Royal (Bowness)	Royal Hotel, B'ness-on- W'mere . . .	45
"	Swan (Newby Bri.)	Revell, Newby Bridge . .	46

Hotels in Ireland.

Achill . . .	Slievemore (Dugort)	} Slievemore Hotel, Dugort .	46
Donegal . . .	G encolumbkille .		
" . . .	Portsalon . . .	Hotel, Portsalon . . .	47
" . . .	Rosapenna . . .	Rosapenna, Carrigart . .	47
Dublin . . .	Métropole . . .	Métropole, Dublin . . .	49
" . . .	Shelbourne . . .	Shelbourne Hotel, Dublin .	48
Londonderry	Imperial . . .	Imperial, Londonderry .	50
" . . .	Ulster . . .	Ulster Hotel, Londonderry	50
Sligo . . .	Victoria . . .	Victoria, Sligo . . .	51

Hotels in Scotland.

Aberdeen . . .	Palace . . .	Palace, Aberdeen . . .	56
Aberdeenshire	Cruden Bay . . .	C'n Bay, Port Erroll . .	57
Aberfeldy . . .	Weem . . .	Weem Hotel, Aberfeldy .	58
Aberfoyle . . .	Bailie Nicol Jarvie	Blair, Aberfoyle . . .	58
Achanault . . .	Achanault . . .	Hotel, Achanault . . .	58
Ardlui . . .	Ardlui . . .	Dodds, Ardlui . . .	59
Aultbea . . .	Aultbea . . .	Hotel, Aultbea . . .	55
Aviemore . . .	Aviemore . . .	Aviemore . . .	59
Ballachulish . . .	Ballachulish . . .	Hotel, Ballachulish . .	60
Ballater . . .	Invercauld . . .	Invercauld Arms, Ballater	62
Balmacara . . .	Balmacara . . .	Sinclair, H'tel, Lochalsh	62
Banavie . . .	Banavie . . .	Menzies, Banavie . . .	61
Birnam . . .	Birnam . . .	Cesari, Birnam . . .	63
Blair Atholl . . .	Atholl Arms . . .	Hotel, Blairatholl . . .	63
Boat of Garten	Station . . .	Hotel, Boat-of-Garten . .	64
Braemar . . .	Fife Arms . . .	Fife Arms, Braemar . . .	65
" . . .	Invercauld Arms	Gregor, Braemar . . .	66
Callander . . .	Caledonian Temp.	Temp. Hotel, Callander .	66
Dunkeld . . .	Fisher's . . .	Fisher's Hotel, D'keld . .	66

		<i>Shortest</i>	
<i>Place.</i>	<i>Name of Hotel.</i>	<i>Telegraphic Address.</i>	<i>Page</i>
Edinburgh	Darling's	Darling's Hotel { Edin- }	67
"	Roxburghe	Roxburghe Hotel } burgh }	67
Garelochhead	Garelochhead	Hotel, Garelochhead	68
Garve	Garve	Hotel, Garve	68
Grantown	Grant Arms.	Grant Arms, Grantown	69
Inverness	Caledonian	Cal. Hotel, Inverness	70
"	Palace	Palace, Inverness	71
"	Royal	Royal Hotel, Inverness	72
"	Waverley Temp.	Waverley, Inverness	73
"	West-End Temp.	Westend Hotel, Inverness	73
Kingussie	Wolfenden's	Wolfenden, Kingussie	74
Kinloch Rannoch	Dunalastair	Dunalastair Hotel, K'loch R.	75
Lanark	Clydesdale	Clydesdale Hotel, Lanark	74
Loch Awe	Loch Awe	Fraser, Lochawe	76
"	Portsonachan	Cameron, Portsonachan	77
"	Taychreggan	Taychreggan, P'sonachan	77
Loch Earn	Lochearnhead	Hotel, Lochearnhead	78
Loch Katrine	Trossachs	Hotel, Trossachs	78
Loch Ness	Drumnadrochit	Hotel, Drumnadrochit	79
Oban	Alexandra	Alexandra, Oban	81
"	Great Western	Western, Oban	82
"	King's Arms	King's Arms, Oban	83
Pitlochry	Fisher's	Fisher's, Pitlochry	84
"	Moulin	Moulin Hotel, Pitlochry	85
"	Scotland's	Scotland, Pitlochry	85
St. Fillans	Drummond Arms	Carmichael, H'l, St. Fillans	85
Scourie	Scourie	Ross, Scourie	87
Skye (Isle of)	Broadford	Ross, Hotel, Broadford	89
Strathpeffer	Spa	Wallace, Strathpeffer	89
Strathspey	Nethy Bridge	Hotel, Nethy Bridge	89

CALEDONIAN RAILWAY.

TOURS IN SCOTLAND.

To meet the requirements of the Tourist traffic to Scotland the Caledonian Railway Company have arranged a system of Tours—over 150 in number—by Rail, Steamer, and Coach, comprehending almost every place of interest either for scenery or historical association in Scotland, including—

Aberdeen, Arbroath, Ardrossan, Ayr, Ballachulish, Balloch, Brechin, Edzell, Gallander, Crieff, Comrie, Dumbarton, Dumfries, Dundee, Dunkeld, Edinburgh, Forfar, Glasgow, Gourrock, Greenock, Inverness, Inveraray, Leadhills, Moffat, Montrose, Nairn, Oban, Fort-William, Paisley, Peebles, Perth, Rothesay, Stirling, St. Fillans, Strathpeffer, The Trosachs, Loch Katrine, Loch Lomond, Loch Eck, Loch Earn, Loch Tay, Loch Awe, Caledonian Canal, Glencoe, Iona, Staffa, Skye, Balmoral, Braemar, Arran, Bute, The Firth of Clyde, The Falls of Clyde, &c., &c.

For details Tourists are recommended to procure a copy of the "West Coast Illustrated Guide," Price 3s., the Caledonian Company's "Tourist Guide," Price 3d., and of the Company's Descriptive Guide, entitled "Through Scotland," Price 1d.

Tickets for Tours are issued at the Company's Booking Offices in all the chief Towns. The Tourist Season generally extends from June to September inclusive.

The Caledonian Company also issue Tourist Tickets to the Lake District of England, the Isle of Man, North Wales, West of England, South Coast of England, Connemara, the Lakes of Killarney, Belfast, and the North of Ireland, &c.

The Company's Trains from and to Edinburgh, Glasgow, Carlisle, Liverpool, Manchester, London (Euston), &c., connect on the Clyde with the Caledonian Steam-Packet Co.'s Fleet of Steamers, also with the Steamers "Columba," "Iona," "Lord of the Isles," "Claymore," "Clansman," "Hebridean," Turbine Steamers "King Edward," and "Queen Alexandra," "Davar," "Adder," &c., to and from Dunoon, Inellan, Rothesay, Largs, Millport, the Kyles of Bute, Arran, Campbeltown, Ardrishaig, Inveraray, Loch Gail, Loch Long, the West Highlands, Belfast, Isle of Man, &c., &c.

By this Company's Line Passengers from London (Euston), Liverpool, and other places in England, Edinburgh (Princes Street), Glasgow (Central), &c., have the choice of "**THREE ROUTES**" to the Estuary of the Clyde and West Highlands, &c., &c., viz.:—

Via GOUROCK, Via WEMYSS BAY, Via ARDROSSAN.

The Trains run direct on to Piers and alongside Steamers at Gourrock and Ardrossan.

Reserved Compartments for Ladies travelling alone.

Express Trains from Glasgow (Central Low Level) to Balloch in connection with Loch Lomond Steamers.

An Improved Train Service is run between Edinburgh (Princes Street) and Glasgow (Central)—the journey being performed by Express Trains in a little over the hour.

An Express Service of Trains is also run from Edinburgh (Princes Street) and Glasgow (Buchanan Street) to Stirling, Bridge of Allan, Dunblane, Gallander, Oban, Ballachulish, Fort William, Crieff, Comrie, St. Fillans, Perth, Dundee, Forfar, Arbroath, Montrose, Brechin, Edzell, Aberdeen, Inverness, and the North, and vice versa.

First and Third Class by all Trains.

The CALEDONIAN, in conjunction with the LONDON and NORTH-WESTERN RAILWAY, forms the

WEST COAST (Royal Mail) ROUTE between SCOTLAND & ENGLAND.

LONDON (Euston) and	EDINBURGH (Princes Street)	in 8 hours.
	GLASGOW (Central)	.. .. in 8 hours.
	ABERDEEN	.. .. in 11½ hours.

Direct Trains run from and to

Glasgow (Central), Edinburgh (Princes St.), Ardrossan, Kilmarnock, Gourrock, Greenock, Paisley, Balloch, Dumbarton, Stranraer, Stirling, Oban, Perth, Dundee, Forfar, Arbroath, Brechin, Montrose, Aberdeen, Inverness, and other places in Scotland, to and from London (Euston), Cambridge, Oxford, Leamington, Birmingham, Bristol, Bath, Cardiff, Exeter, Torquay, Plymouth, Liverpool, Manchester, Buxton, Chester, Preston, Penrith (for Lake District), Leeds, Bradford, &c., &c.

Corridor Dining Trains are run between Edinburgh, Glasgow, Liverpool, and London—Morning and Afternoon Day Expresses. Corridor Sleeping Cars on Trains between London, Glasgow, Edinburgh, Perth and Aberdeen—Night Expresses. Pillows and Rugs available at nominal Rates. Lavatory Carriages (First and Third Class) on Principal Routes. Omnibuses for the use of Family Parties are provided when previously ordered, in Glasgow, Liverpool, Manchester, London, &c.

For full particulars of Trains, Fares, &c., see the Caledonian Railway Company's Time Tables.

Central Station Hotel, Glasgow, and Caledonian Station Hotel, Edinburgh, under the Management of the Company. Access from the Platforms.

Glasgow, 1904.

R. MILLAR, General Manager.

GLASGOW & SOUTH-WESTERN RAILWAY.

SCOTLAND and ENGLAND.

THE GLASGOW & SOUTH-WESTERN RAILWAY CO. gives a **Direct Route** between **Scotland and England**, connecting at **Carlisle** with the **Midland Railway**, the principal termini being **St. Enoch, Glasgow**, and **St. Pancras, London**; and a **Full and Expeditious Service** is given between **Glasgow, Paisley, Greenock, Ayr, Ardrossan, Kilmarnock, Dumfries, &c.**, and **Liverpool, Manchester, Bradford, Leeds, Sheffield, Bristol, Bath, Birmingham, London, &c.**

Dining Cars (First and Third Class) by the **Morning and Afternoon Expresses**, and **Sleeping Cars** by the **Night Expresses**, in each direction, between **GLASGOW (St. Enoch)** and **LONDON (St. Pancras)**.

New and improved **Corridor Carriages**, with **Lavatory accommodation**, by the **Morning, Afternoon, and Evening Expresses**.

Passengers between **Scotland and England** by this, the most **Picturesque Route**, pass through the heart of the **Burns Country**, and holders of **Tourist Tickets** to and from **Glasgow**, or **North thereof**, are allowed to travel *via* **Ayr (Burns' Birthplace)**. Tickets are also valid for break of journey at **Dumfries (Burns' Burial-place)**.

CLYDE WATERING PLACES.

The **Glasgow & South-Western Company** possess three routes to the **Firth of Clyde**, viz., *via* **Greenock Princes Pier**, *via* **Ardrossan**, and *via* **Fairlie**; and these will be found the most convenient for passengers to the numerous **Watering Places** and to the **Western Highlands and Islands of Scotland**, to and from which places regular connections are maintained by the Company's magnificent **Fleet of Steamers**, "**Glen Sannox**," "**Juno**," "**Jupiter**," "**Mars**," "**Mercury**," "**Neptune**," "**Minerva**," "**Glen Rosa**," &c., and also by the "**Columba**," "**Lord of the Isles**," "**Isle of Arran**," "**Strathmore**," **Turbine Steamers**, "**Queen Alexandra**," and "**King Edward**." Connections are also given to **Belfast**, *via* **Ardrossan**, *via* **Greenock**, *via* **Ayr**, and *via* **Stranraer**, and to **Portrush**, *via* **Ardrossan**, and *via* **Stranraer**, and to the **Isle of Man** *via* **Ardrossan**.

The Company's trains run alongside the steamers at **Greenock, Ardrossan, Fairlie, and Stranraer**.

ISLAND OF ARRAN, MILLPORT, and CAMPBELTOWN.

The most direct and expeditious route to the far-famed **Island of Arran** is by the Company's new swift **Paddle Steamer**, "**Glen Sannox**," *via* **Ardrossan**; and to **Millport, Campbeltown, &c.**, *via* **Fairlie**, where the Company's trains run alongside the steamers.

AYRSHIRE COAST and THE LAND O' BURNS.

Passengers desirous of visiting the **Ayrshire Coast Towns** and places on the Company's line, which are full of associations of the **Poet Burns**, and famous in history and romance, will find that the Company provide an excellent service of **Express Trains** from **Glasgow and Paisley**, composed of carriages of the most modern type, to **Kilwinning, Stevenston, Saltcoats, Ardrossan, West Kilbride, Fairlie, Largs, Irvine, Troon, Prestwick, and Ayr**, all of which places can be reached within the hour. There is also a service of **Fast Trains** to **Maybole, Girvan, Pinmore, Pinwherry, Barrhill, New Luce, and Stranraer**. From **Stranraer Steamboat** connections are formed to **Ireland** *via* **Larne**, the open sea passage being only 80 minutes.

FAMOUS GOLFING LINKS.

Golfers will find **Links** of the highest order at **Bridge of Weir, Kilmalcolm, Johnstone, Stevenston, West Kilbride, Largs, Bogside, Galloway, Barassie, Troon, Prestwick and Turnberry (Irvine)**. For descriptive notes on the various **Links** served by the Company's trains, see the **Guide to the Golfing Resorts** issued by the Company free of charge.

HOTELS.

The Company have **Hotels** at **Glasgow (St. Enoch), Ayr, and Dumfries**, under their own management. These **Hotels** will be found replete with all modern conveniences and comforts; excellent cuisine and a moderate tariff existing throughout.

GLASGOW, 1904.

DAVID COOPER, GENERAL MANAGER.

NORTH BRITISH RAILWAY.

GLASGOW AND EDINBURGH AND ENGLAND,

Viâ the East Coast Royal Mail Express Route.

EXPRESS TRAINS are run daily from GLASGOW (Queen Street) and EDINBURGH (Waverley) to BERWICK, NEWCASTLE, SUNDERLAND, TYNEMOUTH, SCARBOROUGH, HARRINGTON, YORK, LEEDS, NOTTINGHAM, PETERBOROUGH, LONDON (King's Cross), &c., and *vice versa*.

Dining and Luncheon Corridor Car Trains—First and Third Class Corridor Dining and Luncheon Cars are run daily between Edinburgh (Waverley) and London (King's Cross).

Comfortable and commodious Corridor Saloons, provided with single and double transverse Sleeping Berths and Lavatories are run daily on the Night Express Trains from GLASGOW (Queen Street), EDINBURGH (Waverley), to NEWCASTLE, YORK, and LONDON (King's Cross), &c., and *vice versa*.

A Special Attendant accompanies the Sleeping Saloons, and light refreshments can be had, *en route*, at moderate charges. Berths can be secured in advance.

GLASGOW AND EDINBURGH AND ENGLAND,

Viâ the Waverley Tourist and Midland Route.

EXPRESS TRAINS are run daily from GLASGOW (Queen Street) and EDINBURGH (Waverley) to CARLISLE, MANCHESTER, LIVERPOOL, LEEDS, SHEFFIELD, BIRMINGHAM, BRISTOL, BOURNEMOUTH, BATH, BRADFORD, HUDDERSFIELD, CARDIFF, PLYMOUTH, LONDON (St. Pancras), &c., and *vice versa*.

Express Trains, with sleeping Cars and Sleeping Carriages (with special Attendant), and First and Third Class Lavatory Carriages, are run to and from Edinburgh by this route. Berths can be secured in advance.

First and Third Class Dining and Luncheon Corridor Car Trains.—Corridor Trains, containing First and Third Class Dining and Luncheon Saloons, are run daily between Edinburgh (Waverley) and London (St. Pancras).

THE MOST DIRECT AND POPULAR ROUTE TO THE WEST HIGHLANDS, OBAN, &c., is by the West Highland Line, by which there is an ample and expeditious service of trains, having Through Carriages from Glasgow to Fort William and *vice versa*, and connecting at Oban, Fort William, Banavie, and Mallaig, with Mr. David MacBrayne's Steamers to and from the Hebrides, Inverness, Caledonian Canal, &c.

Stornoway and Isle of Lewis, Portree and Isle of Skye, and other Western Islands.—The extension of the West Highland Railway, from Fort William to Mallaig, has shortened the route to the ISLES of SKYE, LEWIS, and other Western Islands, and trains connect at Mallaig with steamers to and from STORNOWAY, PORTREE, &c.

EXPRESS TRAINS are run at frequent intervals between Glasgow (Queen Street) and Edinburgh (Waverley), passengers having choice of two Routes, *viz.*, *viâ* Falkirk and Linlithgow, or *viâ* Coatbridge and Airdrie.

TO THE WEST COAST, viâ CRAIGENDORAN.—Fast Steamers sail from and to Craigendoran Pier in connection with the Company's Trains, which run alongside the Pier; thereby affording convenient and ready access to the various Watering Places on the Clyde, Greenock, The Gareloch, Loch Long, Holy Loch, Rothesay, Kyles of Bute, &c. These Steamers also connect during the summer with the "Columba," "Iona," "Lord of the Isles," and Steamer for Arran and Campbeltown.

The North British Railway Company's Hotels at Edinburgh (Waverley Station), **Glasgow** (Queen Street Station), and **Perth** (General Station) adjoin the Stations, and passengers will find them replete with every comfort. The Hotel Porters meet all trains and carry luggage to and from the Hotels free of charge.

* * * The Glasgow Station Hotel will remain closed for a few months for alteration and refurbishing, and when this has been completed, it will be reopened under the direct management of the North British Railway Company. Due announcement will be made of the reopening.

RAIL, COACH, AND STEAMER CIRCULAR TOURS.

To Firth of Clyde, Aberfoyle, Trossachs, Loch Katrine, Loch Lomond, Inverness, Caledonian Canal, Fort William, Oban, Mallaig, and West Highlands.

Tickets for Circular Tours, embracing the above-mentioned places, are issued at Glasgow (Queen Street), and all other principal Stations on the North British Railway.

For particulars of Tours, Fares, and general arrangements, see the Company's Time Tables and Tourist Programme, and for descriptive notices of the districts embraced in the Company's system, see the "NORTH BRITISH RAILWAY TOURIST GUIDE," copies of which may be obtained from any of the Stationmasters, or from Mr. D. DRUGHARE, Superintendent of the Line, Edinburgh.

Edinburgh, May, 1904.

W. F. JACKSON, General Manager.

MIDLAND RAILWAY.

THE PICTURESQUE ROUTE TO THE PRINCIPAL TOWNS AND TOURIST RESORTS

**MIDLAND
EXPRESS TRAINS**
Between
**PRINCIPAL
TOWNS & CITIES**

THE
BEST ROUTE
FOR SEEING
THE PEAK
OF DERBYSHIRE
THE
LAND OF BURNS
AND
SIR WALTER SCOTT.



**TOURIST
AND OTHER
CHEAP TICKETS**
TO THE
WATERING PLACES
OF
**DERBYSHIRE
YORKSHIRE
LANCASHIRE
EASTERN COUNTIES
SOUTH & WEST
OF
ENGLAND
NORTH OF IRELAND
AND
SCOTLAND.**

**CORRIDOR TRAINS, DINING & SLEEPING CARS,
FAMILY SALOONS, THROUGH CARRIAGES, &c.**

*Apply to any Midland Agent for Tickets, Reserved Seats or
Compartments, Programmes, Time Tables &c.*

JOHN MATHIESON, General Manager.

LONDON AND NORTH-WESTERN RAILWAY.

ROYAL MAIL ROUTE

BETWEEN

ENGLAND, IRELAND, AND SCOTLAND.

Through Express Trains are run at frequent intervals between London, Birmingham, Liverpool, Manchester, Preston, the English Lake District, North, South, and Central Wales, Carlisle, Scotland, and Ireland, with connections to and from the manufacturing districts of South Staffordshire, Chester, Holyhead, Bolton, Blackburn, Bradford, Halifax, Leeds, and the manufacturing districts of Yorkshire.

Many of the Express Trains between London and the North call at Willesden Junction, and **Special Train Services** are in operation between Willesden and Victoria, Willesden and the Crystal Palace and Croydon, Willesden and Kensington (for Waterloo and the London and South-Western Railway), Willesden and Southall, connecting with the Lines South of the Thames, and between Willesden, Broad Street, Kew, and Richmond.

Sleeping Saloons are provided by the night trains between London and Liverpool, Manchester, Holyhead, Edinburgh, Glasgow, Stranraer, Perth, and Aberdeen.

Breakfast, Luncheon, Tea, and Dining Cars are run on the principal trains between London and Liverpool, Manchester, Holyhead, Birmingham and Wolverhampton.

Corridor Trains, with Refreshment and Dining Cars, between London and Edinburgh and Glasgow.

Luggage collected, forwarded in advance, and delivered at a charge of 1s. per Package.

Rugs and Pillows for Passengers.—Pillows and Rugs may be obtained by Passengers travelling by the night trains. Charge, 6d. each for Rug or Pillow.

Hotel Accommodation.—LONDON (Euston Hotel), LIVERPOOL (North-Western Hotel), BIRMINGHAM (Queen's Hotel), PRESTON (Park Hotel), CREWE (Crewe Arms), GLASGOW (Central Station Hotel), EDINBURGH (Caledonian Station Hotel), PERTH (General Station Hotel), DUBLIN (North-Western Hotel), HOLYHEAD (Station Hotel), GREENORE, BLETCHLEY (North-Western Hotel). The accommodation provided at these Hotels is of the highest standard, and the charges will be found reasonable.

Hot or Cold Luncheons in baskets, are provided at the principal Stations, the charge being 3s. including Beer or Wine, and 2s. 6d. without.

Tea Baskets containing a Pot of Tea Bread and Butter, and Cake, can be obtained at Preston, Lancaster, Llandudno Junction, Bwlth Road, Crewe, Birmingham (New Street), Coventry, Rugby, and Northampton, price 1s. each.

Hourly Express Train Service between Liverpool and Manchester, performing the journey in 40 minutes.

Through Express Trains between Liverpool, Manchester, Leeds, Hull, York, and Newcastle-on-Tyne.

Through Express Trains between Liverpool, Manchester, Cardiff, Bristol, Exeter, Plymouth, and the **West of England**.

TOURIST TICKETS

are issued during the season from the Company's principal stations to **Scotland, The English Lake District, Ireland, North, South, and Central Wales, Malvern, Buxton, Scarborough, Harrogate, Southport, Blackpool, Morecambe, Isle of Man, Isle of Wight, Jersey, Guernsey, and other Tourist Resorts.**

FREDERICK HARRISON, General Manager.

London, Euston Station, 1904.

COCKERMOUTH, KESWICK, AND PENRITH RAILWAY.

DERWENTWATER, ULLSWATER, THIRLMERE, BUTTERMERE, CRUMMOCK, AND BASSENTHWAITE LAKES.

IMMEDIATE access by this Railway is obtained to all parts of the Cumberland Lake District.

The trains connect with the Main-line Trains of the London and North-Western Company and with the trains of the North-Eastern Company at Penrith, and at Cockermouth with those of the London and North-Western and Maryport and Carlisle Companies for West Cumberland.

Through Train connections also with the Furness Railway at Whitechurch.

Through Trains run between London (Euston) and Keswick, Cockermouth and stations beyond, calling at the principal stations on the Main Line.

DURING THE SUMMER MONTHS

Coaches run between PENRITH STATION and POOLEY BRIDGE connecting with the Ullswater Steam Navigation Company's Boats to and from PATTERDALE.

Coaches also run between TROUTBECK STATION and PATTERDALE (ULLSWATER) in connection with the trains to and from KESWICK and PENRITH, and Stations beyond.

From KESWICK STATION Coaches run daily to WINDERMERE, AMBLESIDE, GRASMERE, BORROWDALE, and BUTTERMERE. The journey to Buttermere is over Honister Pass, and allows passengers the opportunity of visiting Barrow, Lodore, and Scale Force Waterfalls.

Through Bookings with all principal railway stations.

Week-end Tickets to important visiting and other places.

Circular and Local Tourist Tickets issued from Cockermouth, Keswick, and other stations, and **Pleasure Party Tickets** between local stations.

Day and Half-day Excursion Tickets to important local Stations.

Particulars in special announcements, or on application.

P. THOMPSON, *Secretary and Gen. Manager.*

FURNESS RAILWAY.

TWENTY COACH AND STEAM YACHT TOURS THROUGH THE ENGLISH LAKELAND.

DAILY DURING

JUNE, JULY, AUGUST & SEPTEMBER.

- 1.—**OUTER CIRCULAR TOUR**, embracing Windermere Lake, Furness Abbey, and Coniston.—Fare from 5s. 3d.
- 2.—**INNER CIRCULAR TOUR**, embracing Furness Abbey, Coniston Lake (Gondola), and Crake Valley.—Fare from 3s. 3d.
- 3.—**GRANGE & WINDERMERE CIRCULAR TOUR**, embracing Grange, Arncliffe, Kendal, and Windermere Lake.—Fare from 2s. 9d.
- 4.—**MIDDLE CIRCULAR TOUR**, embracing Windermere Lake, the Crake Valley, and Coniston Lake.—Fare from 5s. 9d.
- 5.—**RED BANK & GRASMERE TOUR**, *vid* Ambleside and Skelwith Force, returning *vid* Rydal Water.—Fare from 2s. 9d.
- 6.—**THIRLMERE, GRASMERE, & WINDERMERE TOUR**, *vid* Ambleside, Clappersgate, and Red Bank, and round Thirlmere Lake.—Fare from 5s.
- 7.—**THE FOUR LAKES CIRCULAR TOUR**, *viz.*:—Coniston, Grasmere, Rydal, and Windermere.—Fare from 5s. 9d.
- 8.—**CONISTON to CONISTON TOUR**, *vid* Red Bank, Grasmere, and Ambleside, returning by Coach to Coniston.—Fare from 4s. 6d.
- 9.—**TARN HOWS TOUR**, *vid* Ambleside and Coniston, returning by Tilberthwaite and Elterwater.—Fare from 4s. 6d.
- 10.—**ROUND THE LANGDALES & DUNGEON GHYLL TOUR**, *via* Ambleside, Colwith Force, Grasmere, and Rydal.—Fare from 5s.
- 11.—**ULLSWATER TOUR**, *vid* Ambleside, Kirkstone Pass, and Brothers Water, returning *vid* the Vale of Troutbeck and Lowwood.—Fare from 5s. 6d.
- 12.—**DERWENTWATER (REESWICK) TOUR**, *vid* Ambleside, Grasmere, and Thirlmere.—Fare from 6s.
- 13.—**THE FIVE LAKES CIRCULAR TOUR**, *viz.* Windermere, Rydal, Grasmere, Thirlmere and Derwentwater.—Fare from 11s. 6d.
- 14.—**WASTWATER TOUR**, *vid* Seascale and Gosforth.—Fare from 4s. 6d.
- 15.—**THE SIX LAKES CIRCULAR TOUR**, *viz.* Windermere, Rydal, Grasmere, Thirlmere, Derwentwater, and Ullswater.—Fare from 12s.
- 16.—**THE DUDON VALLEY TOUR**, *vid* Broughton-in-Furness, Ulpha, and Seathwaite.—Fare from 4s. 9d.
- 17.—**THE THREE WATERFALLS TOUR** (Colwith, Dungeon Ghyll and Skelwith) *vid* Coniston and the Langdales.—Fare from 3s. 9d.
- 18.—**ENNERDALE LAKE and CALDER ABBEY TOUR**, *vid* Seascale, Gosforth, and Cold Fell.—Fare from 4s. 6d.
- 19.—**ACROSS the FERRY TOUR**, *vid* Lake Side, Esthwaite Water, Hawkshead, and Storr's Hall.—Fare from 3s. 6d.
- 20.—**CARTMEL PRIORY AND NEWBY BRIDGE TOUR**, *vid* Windermere (Lake Side), Backbarrow Falls, Holker Park, and Grange.—Fare from 3s.

For further particulars see "TOURS THROUGH LAKELAND" Pamphlets, to be had gratis at all Furness Railway Stations; of Mr. F. J. RAMSDEN, Superintendent of the Line, Barrow-in-Furness; at Messrs. THOS. COOK & SONS' Offices; and the Polytechnic Institute, Regent Street, W., or Messrs. W. H. SMITH & SONS' principal Bookstalls (price ½d.).

The **PALETTE ALBUM**, illustrating the above Tours, in colours, can be obtained at the principal Railway Bookstalls, price 6d.

Picture Post Cards of the Lake District may be obtained at any Station on the Furness Railway, and on the Company's Steamers; also at Furness Abbey Hotel and the principal Bookstalls. Reduced price, 12 Cards for 6d.

BARROW and FLEETWOOD (for BLACKPOOL) per Paddle Steamer, *Lady Margaret*.—On and from Saturday, May 21st, until September 30th, the Commodious and Fast Paddle Steamer, *Lady Margaret* (or other Steamer) will sail twice daily between Barrow and Fleetwood (for Blackpool).

BARROW and HEYSHAM (for MORECAMBE).—During June, July, August, and September. Per Fast Paddle Steamer, *Lady Evelyn* (lengthened 30 feet, with other important structural alterations). SEE SPECIAL ANNOUNCEMENTS.

Further information respecting the sailings, fares, &c., may be obtained of Mr. F. J. RAMSDEN, Superintendent of the Line, Barrow, at all Furness Railway Stations, also from Messrs. THOS. COOK & SON'S Blackpool and other Agencies.

BARROW-IN-FURNESS, May, 1904.

ALFRED ASLETT,
Secretary & General Manager.

The English Lake District from an American Point of View.

Extract from a letter addressed to Mr. Baddeley by Mr. Albert Matthews, Boston, Mass., U.S. :—

“In conclusion, I must ask leave to express myself very freely in regard to the amazing attractiveness of the English Lake District. I am familiar with most of the countries of Europe, including Italy and Greece ; I have travelled extensively in my own country, and am familiar with the most beautiful parts of New England, Virginia, Kentucky, Tennessee, and North Carolina, and I know the Rocky Mountains, which lie within the borders of Colorado, New Mexico, and Utah; but never, anywhere in Europe or America, have I found a district so limited in space, and which yet contains so much beauty and so much variety in scenery as does your Lake District. It is something truly marvellous. Again and again have I been obliged, when I wished to think of something in this country which would compare in grandeur with some of the higher valleys and passes in that district, to go to the Rocky Mountains, and yet we have in New England mountains six thousand feet high, and in the Carolinas seven thousand feet high.”

CAMBRIAN RAILWAYS.

The British Riviera.

DELIGHTFUL SPRING AND SUMMER RESORTS.

ABERYSTWYTH

Magnificent Sea and Mountain Scenery, combined with bracing Climate. Temperature in Winter and Spring is higher than that of most Watering Places in the South and West of England.

BARMOUTH

ABERDOVEY

Excellent Golf Links adjacent to the Railway.

BORTH.

TOWYN

CRICCIETH

PWLLHELI

BATHING. COACHING. FISHING (Sea, River, Lake).

BOATING. GOLFING. MOUNTAINEERING.

Tourist, Week-End, and Ten Days' Tickets (1st, 2nd, and 3rd Class from the principal Towns in England) are issued throughout the year to the **Cambrian Coast**.

Daily Express Train Service, with Through Carriages from London, Leeds, Birmingham, Manchester, Liverpool, Sheffield, &c., to the **Cambrian Coast**.

Cheap Day Tickets at greatly **REDUCED FARES** between all **CAMBRIAN COAST STATIONS** during the Summer.

EXCELLENT CAMPING & MANŒUVRING GROUNDS AT TOWYN, provided with good Water Supply.

Cambrian Railways' Publications :— "Cardigan Bay Illustrated," "Picturesque Wales," "A Souvenir of Wild Wales" (Price 6d.), "List of Farmhouses and Seaside Lodgings" (Price 1d.).

The above, together with Tourist Programmes, Time Tables, &c. and all information, can be obtained at the undermentioned District Offices of the Company, or from Mr. W. H. GOUGH, Traffic Superintendent, Oswestry.

BIRMINGHAM: 137 Corporation Street.

SHEFFIELD: Messrs. Dean & Dawson, 7 Haymarket.

BRADFORD: Messrs. Dean & Dawson, 79 Market Street.

OLDHAM: Mr. L. R. Stanton, 112 Union St

BIRKENHEAD: 108 Victoria Road, New Brighton.

CARDIFF: The Exchange.

LEE: Mr. L. H. Sykes, 46 Boar Lane.

MANCHESTER: 5 Beach Rd., Chorlton-com-Hardy.

C. S. DENNISS,

Secretary and General Manager.

OSWESTRY, April, 1904.

GREAT NORTHERN RAILWAY

(IRELAND).

THE ROYAL MAIL ROUTE between **ENGLAND** and **BELFAST** and the **NORTH OF IRELAND** via **KINGSTOWN**; and this Company's trains also work in connection with the **Express Services** *viâ* **Dublin** (North Wall) and *viâ* **Greenore**.

BREAKFAST AND DINING CARS

run between **Dublin** and **Belfast**.

The Principal Seaside and Health Resorts and Golfing Centres of Ireland are situated on this Company's System.

At **Bundoran, Rostrevor, and Warrenpoint**, there are **FIRST-CLASS HOTELS** owned and managed by the Company.

This Company's Line is the **Direct Route** for the **County Donegal** *viâ* **Strabane** or *viâ* **Derry**.

From **Dublin** there are **Interesting Day Trips** to the **Valley of the Boyne, Howth, &c.**

The Company have issued a new Illustrated guide, entitled "**Northern Ireland**," which should be in the hands of every person planning an Excursion in Ireland. Copies can be obtained from the Superintendent of the Line, Amiens Street Station, Dublin, or at any of the Company's Stations or Agencies, price 1s., or by post, 1s. 2d.

The Company's Tourist Programmes and Time Tables

are supplied Free on Application to the Superintendent of the Line, Amiens Street Terminus, Dublin, or at the Company's Offices, 2 Charing Cross, London; 4 Hodson Court, Corporation Street, Manchester; or Imperial Chambers, 62 Dale Street, Liverpool.

DUBLIN, 1904.

HENRY PLEWS,

General Manager.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

CONNEMARA, GALWAY, ACHILL, AND THE WEST.

CIRCULAR TOUR TICKETS

Issued from DUBLIN (Broadstone Station) embracing Galway, Recess, Clifden, Letterfrack, Leenane, Westport, Mallaranny, and Achill, including Coupons for the Tourist Car between Clifden and Westport, and between Achill Station and Dugort. Reduced Fares for Parties of Two to Four Passengers. Extra Coupons issued for Extended Tours from Dublin (Broadstone) to the North and South of Ireland.

TOURIST TICKETS

Are issued during the Tourist Season at the principal Stations in England and Scotland, and at the Offices of the Steam Packet Companies and Tourist Agencies for Connemara and Achill.

EXCURSION TICKETS

Are issued on Saturdays, First, Second and Third Class, at slightly over Single Fares, from Broadstone to Galway, Recess, Clifden, Westport, Mallaranny, Achill, &c., available for return up to the last Train on the following Monday evenings. These Tickets are not available by the Down and Up Limited Mails.

CYCLING IN CONNEMARA AND ACHILL.

Tourists can take Train to Achill, Mallaranny or Westport, and cycle thence to Galway, *via* Louisburgh, Dhulough, Delphi, Leenane, Letterfrack, Clifden, Recess, and Oughterard returning to Dublin by Train; or take Train to Galway and cycle up to Westport and Achill, returning to Dublin by Train. Cycle Tours can also be made from Railway Hotel, Recess, up the Inagh Valley to Kilemore, Letterfrack, Leenane, thence to Clonbur, or from Recess to Cashel, Roundstone, Clifden, and back to Recess *via* Ballynahinch. From Mallaranny Hotel, Tourists can cycle or take Train to Achill, and spend the day on the Island, visiting Dugort, which is 9 miles from the Station. The roads throughout Connemara and the West of Ireland are excellent for cycling. Bicycles are carried by Rail as Passengers' Luggage:—Up to 50 miles, 6d.; 100 miles, 9d.; 150 miles, 1s. (owner's risk).

THE RAILWAY COMPANY'S HOTELS

At Mallaranny, Co. Mayo, and at Recess (Connemara), Co. Galway, are furnished with every modern comfort and convenience for Visitors. Electric Light throughout. Billiard Rooms, Baths, &c. Terms Moderate. Sea-water Baths, Hot and Cold, are attached to the Mallaranny Hotel.

Tourist Cars run from June 1st to September 30th, between Clifden and Westport, passing through Letterfrack for Renvyle, Kilemore and Leenane; and during the same period the Midland Great Western Railway Co.'s Tourist Cars will run between Achill and Dugort, distance, 9 miles. Fare, 2s 6d. Steamers ply on Galway Bay, during the Tourist Season, to Arran Islands, to Ballyvaughan, and also on Lough Corrib.

Application for Time Tables, New Illustrated Tourist Guide to Connemara (price 6d.), Tourist Programmes, and information as to Fares, Routes, and Hotels, &c., may be made at the Irish Railways' Tourist Office, 2 Oharing Cross, London, where Railway Tickets can be purchased; to the Co.'s Agents—Mr. J. Hoey, 50 Castle Street, Liverpool; and Mr. J. F. Ritson, 180 Buchanan Street, Glasgow; or to the undersigned,

Broadstone Station, Dublin

JOSEPH TATLOW, Manager.

**VISIT KILKEE,
SPANISH POINT, LAHINCH,
AND
LISDOONVARNA,
AND THE
UNRIVALLED CLIFF AND COAST SCENERY OF
WEST CLARE.**

**THE DIRECT ROUTE TO
THESE FAMOUS HEALTH AND PLEASURE RESORTS
IS BY THE
WEST & SOUTH CLARE RAILWAYS,**

From ENNIS to ENNISTYMON (for Lisdoonvarna),
LAHINCH (for the Golf Greens and the Cliffs of Moher),
MILTOWN MALBAY (for Spanish Point), and KILKEE.

*THROUGH TOURIST TICKETS are issued at the principal
Railway Stations in Ireland and England; also at the Offices of
Thos. Cook & Son; Dean & Dawson; and at the Irish Railway
Companies' Tourist Office, 2 Charing Cross, London, S.W.*

For information as to Fares, Routes, Hotels, Golfing, Fishing, &c.,
apply to—

PATRICK SULLIVAN, Manager.

West Clare Railway, Ennis, 1904.

LONDONDERRY AND LOUGH SWILLY AND LETTERKENNY RAILWAYS AND CARNDONAGH AND BURTONPORT EXTENSIONS.

DIRECT ROUTE to the far-famed Highlands of Donegal.

Tourist Resorts:—*Buncrana, Ballodiffin, Culdaff, Malin, Rathmullan, Portsalon, Rosapenna, Carrigart, Dunsfagh, Gweedore, Dungloe, Gartan (Churchill), Falcarragh & Burtonport.*

Excellent Hotels, Salt Water and Medicinal Baths, Golf Links, Good Fishing and Shooting, Magnificent Scenery.

Trains from Londonderry to Fahan, Buncrana and Carndonagh, and Burtonport, in connection with Mail Trains from Larne, Belfast, and Dublin. Char-a-banc to and from Rosapenna, and Coach to and from Portsalon and Rathmullan daily.

THROUGH BOOKINGS from L. and N.W. and Midland Railway Stations, at London Office, 2 Charing Cross, also T. Cook & Son, McOrea & McFarland's, Royal Avenue, Belfast, and Stations on G.N., and B. and N.C. Railways.

R. S. MOORE, Traffic Manager, LONDONDERRY

LOCH - LOMOND.

"QUEEN OF SCOTTISH LAKES."

THE DUMBARTON AND BALLOCH JOINT LINE COMMITTEE'S FIRST-CLASS SALOON STEAMERS sail from Balloch Pier, calling frequently at all Loch-Lomond Piers, also in connection with Loch-Lomond and Loch-Long Tours, Trossachs and Aberfoyle Tours, Trossachs and Callander Tours, &c., &c.

The most direct and picturesque route to Oban and Fort William *via* Loch Lomond, Ardlui, and Crianlarich.

For Train and Steamboat hours see Caledonian and North British Railway Time Tables. Apply to both Companies' Station-masters, or to **WM. J. FRASER**, Secretary & Manager, 21 Hope Street, Glasgow.

LOCH TAY STEAMERS.

STEAMERS sail daily on Loch Tay from Killin Pier on arrival of principal trains from Edinburgh, Glasgow, Oban, Fort William, &c. *via* Crianlarich, and from Kenmore in connexion with Highland Railway trains at Aberfeldy, thus maintaining regular through transit between both Railways.

Tickets for the grand Circular Tours of Loch Tay sold at all the principal Railway Stations in the Kingdom.

For further information see Time Tables and Monthly Sailings Bill, or apply to—

JOHN P. STEWART, Manager and Sec.,

Loch Tay Steamboat Company, Limited,

KENMORE, PERTHSHIRE.

ULLSWATER.

"The English Lucerne."

THE ROYAL MAIL STEAM YACHTS

Of the Ullswater Navigation & Transit Co., Limited, will ply on Lake Ullswater (weather permitting and Sundays excepted), from Easter to October 7th, 1905.

STEAMBOAT FARES

Between	SINGLE.		RETURN.	
	1st Cl.	2nd Cl.	1st Cl.	2nd Cl.
	s. d.	s. d.	s. d.	s. d.
POOLEY BRIDGE and HOWTOWN	1 0	0 9	1 6	1 3
HOWTOWN and PATERDALE	1 6	1 0	2 0	1 6
POOLEY BRIDGE and PATERDALE ...	2 0	1 6	3 0	2 0

Children under 12, half-price.

Pleasure parties of not less than *ten* will be taken at *half return fare* for the double journey, on *one day's notice* being given to the Secretary or Captain, except by the boats leaving Patterdale at 1.40 p.m. and Pooley Bridge at 2.55 p.m.

SEASON TICKETS, £1 each; MONTHLY TICKETS, 15s. each;

WEEKLY TICKETS, 1st Class, 6s. 6d., 2nd Class, 4s. 6d.

COACH FARES

Between PENRITH and POOLEY BRIDGE, Single, 2s. ; Return, 2s. 6d.
(Coachman's Fee included).

Coaches for Ullswater (Patterdale) leave Ambleside, Bowness, and Windermere, daily during the season. FARES—From Ambleside: Single, 3s. 6d. ; Return, 5s. From Bowness and Windermere: Single 6s. ; Return, 8s. 6d. From Patterdale to Ambleside:—Single, 5s. ; Return, 6s. 6d.

TRAIN SERVICE.

The following Railways afford communication with Ullswater, by Express Train Service to Penrith (the station for Ullswater), viz., London and Nor. West. Ry. ; Caledonian Ry. ; Nor. East. Ry. ; Midland Ry. (*via* Appleby) ; Gt. North. Ry. ; and Gt. East. Ry. (*via* York and Darlington) ; and the Gt. West. Ry. ; Gt. Cent. Ry. ; Lanc. and York. Ry. ; Nor. Brit. Ry. ; and the Glas. and Sou. West. Ry. ; in conjunction with the L and N. W. Ry.

Tourist Tickets to Penrith (the station for Ullswater), are issued at the principal stations of the above lines, commencing May 1st. The holders of Tourist Tickets to and from Scotland on the L. and N.W. System, are allowed to break their journey (either way) at Penrith, in order to visit Ullswater.

Cheap Week-end Tickets are also issued on the same Railways to Penrith, every Friday and Saturday, available for return on the following Monday or Tuesday.

Circular Tour Tickets are issued on the C. K. and P. Railway (from Keswick and Cockermouth), and also on the L. and N.W., and Furness Railways, embracing Ullswater.

For further particulars as to Fares, Trains, &c., to Penrith, see announcements of above-named Railway Companies and Tourist Programmes.

Guide to Ullswater, over seventy Illustrations and Maps, post free, 7d.

Illustrated Hotel and Lodgings Guide, post free, 1½d.

For further information see the Company's Time Tables and Sailings Bill, or apply to

WILLIAM SCOTT, Sec. U. N. & T. Co., Public Offices, Penrith.

CAITHNESS, ORKNEY, AND SHETLAND STEAMERS.

The North of Scotland and Orkney and Shetland Steam Navigation Company's Steamships, *St. Rognwald*, *St. Nicholas*, *St. Ninian*, *St. Clair*, *St. Ola*, *St. Giles*, and *Earl of Zetland*, are intended to sail during the *SUMMER MONTHS* as under, but the arrangements are subject to alteration from month to month :—

From Leith (Albert Dock) and from Aberdeen every Monday, Tuesday, Wednesday, Thursday and Friday.

From Leith to Lerwick every Tues. and Fri., and from Aberdeen every Mon., Wed., Thurs., and Fri.
To Scalloway and West Side of Shetland every Monday.
To Kirkwall every Tues. and Fri.
To Stromness every Monday.
To St. Margaret's Hope every week.
To Thurso every Monday.
To Wick every Monday and Friday.
To Stornoway, every Monday (during May and June).

Returning South :—

From Lerwick every Monday, Tuesday, Thursday, and Saturday.
From Scalloway every Wed. evening.
From Kirkwall every Tues. and Fri.
From Stromness every Thursday.
From St. Margaret's Hope every Thursday.
From Stornoway every Wed. (during May and June).
From Thurso every Wednesday.
From Wick every Wed. and Sat.

SCRABSTEE (Thurso), SCAPA, and STORMNESS.—The Mail Steamer, *St. Ola*, daily (Sunday excepted) leaves Stromness at 9.10 a.m., Scapa at 10.40 a.m., and touches at Hoxa, South Ronaldshay, on the voyage to Scrabster. Leaves Scrabster the same evening at 4.5 p.m., or immediately after receiving the Orkney Mails on board, direct for Scapa.

PASSAGE FARES.—Scrabster to Scapa and Stromness, Cabin, 7s., Second Cabin, 4s.; Stromness to Scapa, Cabin, 2s. 6d., Second Cabin, 1s. 6d.; Scapa to Hoxa and Stromness, Cabin, 2s. 6d., Second Cabin, 1s. 6d.; Stromness to Hoxa, Cabin, 4s., Second Cabin, 2s. 6d.; Hoxa to Scrabster, Cabin, 5s., Second Cabin, 3s.

Return Tickets issued to or from Orkney and Shetland by the other Vessels belonging to the Company are NOT AVAILABLE by the Mail Steamer plying between Orkney and the Mainland.

PASSAGE FARES.

From Albert Dock, Leith.

	1st Cabin.	2nd Cabin.
To Aberdeen	7s.	4s. 0d.
To Wick	18s.	9s. 0d.
To Thurso	18s.	9s. 0d.
To St. Margaret's Hope	20s.	9s. 0d.
To Stromness	20s.	9s. 0d.
To Kirkwall	20s.	9s. 0d.
To Lerwick	26s.	10s. 6d.
To Scalloway	26s.	10s. 6d.
From Scalloway to places on West Side		
From Lerwick to places in North Isles		

From Aberdeen.

	1st Cabin.	2nd Cabin.
To Leith	7s.	4s. 0d.
To Wick	12s.	7s. 0d.
To Thurso	12s.	7s. 0d.
To St. Margaret's Hope	16s.	7s. 0d.
To Stromness	16s.	7s. 0d.
To Kirkwall	16s.	7s. 0d.
To Lerwick	21s.	8s. 6d.
To Scalloway	21s.	8s. 6d.
From Scalloway to places on West Side	5s.	2s. 6d.
From Lerwick to places in North Isles	6s.	3s. 0d.

Return Tickets available to return within three Calendar Months, are issued at the rate of a Single Fare and a half, with liberty to the holders to break the journey at any of the Ports of Call.

First-class Hotel accommodation at Hillswick, Lerwick, Scalloway, Kirkwall, Stromness, Wick, and Thurso.

For further particulars, including days and hours of sailing, see Monthly Sailing Bills, which may be had on application to **GEORGE HOBSTON, Agent**, 1 Tower Place, Leith. **CHARLES MERRYLEES, Manager**, Aberdeen.

SUMMER TOURS in SCOTLAND.

THE ROYAL ROUTE.



GLASGOW and the HIGHLANDS

By DAVID MACBRAYNE'S ROYAL MAIL STEAMERS.

Columba	Mountaineer	Lochness	Claymore	Glendale	Lapwing
Iona	Carabinier	Lochiel	Clansman	Staffa	Fingal
Grenadier	Gairloch	Linnet	Cavalier	Ethel	Plover
Fusilier	Glengarry	Gairloch	Pioneer	Handa	Brenda
Chevalier	Glencoe	Gael	Sheila	Cygnat	Texa
Gondolier	Lochawe				Mabel

NEW STEAMER BUILDING.

Kyles of Bute, Tarbert, and Ardrishaig,
 Conveying Passengers *via* Crinan and Caledonian Canals for
Oban, Staffa and Iona, Ballachulish, Glencoe, Fort-William,
Fort Augustus, Inverness, Loch Awe, Loch Lomond, Loch
Katrine, The Trossachs, Loch Tay, Loch Earn, Loch
Seavaig, Loch Coruisk, Mull, Skye, Gairloch, Loch Maree,
Lochinver, The Hebrides, Stornoway, Islay, &c.

OFFICIAL GUIDE - BOOK,

Including Tourist Programme, Illustrated, 6d.

TOURIST PROGRAMME,

Which contains Time Tables, Map, and List of Fares, including all information regarding

A day's sail to Ardrishaig and back by "Columba" or "Iona,"
Tours by the Swift Steamers through the West Highlands, and
A Week's Trip by the "Claymore," "Clansman," "Cavalier," &c.
 will be sent free on application to the Owner,

DAVID MACBRAYNE, 119 Hope Street, GLASGOW.

Telegraphic Address—"MACBRAYNE, GLASGOW."

English Lakes.

WINDERMERE HYDRO., BOWNESS-ON-WINDERMERE.



5 mins. from
**BOWNESS
PIER.**

'Bus from
W'mere Station.

For Prospectus,
apply—
MANAGER.



GEO. HOLLAND, **HOUSE AGENT,** **Lake View Villas, Board & Lodging Houses,** **BOWNESS-ON-WINDERMERE.**

WITH OR WITHOUT ATTENDANCE, LINEN & PLATE.

Elevated Site, Grand Views of Lake and Mountains. Terraced Gardens. Five minutes' walk to Bowness Pier. Excellent Steamer Service. 'Bus to all Trains at Windermere (L. & N. W.) Station.

LIST OF HOUSES TO LET ON APPLICATION.

Scotland.

EDINBURGH

HYDROPATHIC,

SLATEFORD, MIDLOTHIAN.



Telegraphic
Address—

"Hydropathic,
Slateford."

Telephone—
No. 1425.

In a lovely Country District, immediately beyond the Western Boundary of the City.

**Fine Bracing Air off the Pentland Hills equal
to that of Braemar.**

EXTENSIVE GROUNDS.

The Largest and Finest Lawns in Scotland for Croquet,
Lawn Tennis, and Bowls.

**HALF-MILE CYCLE COURSE, &c.
TOURNAMENTS FOR LAWN TENNIS AND
CROQUET.**

DARK ROOM FOR PHOTOGRAPHY.

COMPLETE SYSTEM OF BATHS.

SWIMMING BATH, 50 × 22 feet.

Terms from £2 12s. 6d. per week.

Frequent Service to City (in 20 Minutes), Fare, 3d.

Thorough Guides to Scotland, &c.

ALL AT NET PRICES.

"So far ahead of any other series of Guide Books, that there can scarcely be said to be a good second to it."—*Saturday Review*.

"This work (Scotland, Part I.) will do more to open up the outlying and secluded glens of Scotland than any influence yet exerted by literature."

Dundee Advertiser.

"In clearness and accuracy of cartography this series is unapproached."

Academy.

"Every one who has had occasion to consult Mr. Baddeley's Guide Books knows how largely their value depends on the 'thoroughness' of the author's personal examination of the routes traversed and described. Indeed his acquaintance with the by-ways of travel is amazing, and the present edition of 'Scotland' surpasses all its predecessors in accuracy and exhaustiveness of detail."

Scottish Geographical Magazine.

From "*The Times*," 28th July, 1900.

"We are not surprised that Mr. Baddeley's Scotland, Part I., has reached a ninth edition. It has all the best features of the guides with which Mr. Baddeley's name is associated—systematic, careful and discriminating and well up-to-date. Twenty more pages have been added to this edition, giving new railways, while there are 49 admirable maps by Bartholomew."

From the "*Daily Telegraph*," 30th July, 1901.

"Mr. Baddeley's guide-books are well known to every tourist in the British Isles, whether he travels by coach, cycle, or rail, or prefers the laborious delights of tramping afoot. They are as accurate as human fallibility can make them, they are bountifully supplied with excellent coloured maps which show every road, and the descriptions of scenery are written with good literary taste—a happy medium between the baldness of some guide-books and the stilted jargon of others."

SCOTLAND I., EDINBURGH AND GLASGOW AND THE HIGHLANDS as far as Aberdeen, Inverness, and Stornoway. 50 Maps and Plans. 6s. 6d.

SCOTLAND II., NORTHERN HIGHLANDS, Inverness and Aberdeen to Cape Wrath and John O'Groats. 14 Maps and Plans. 3s. 6d.

SCOTLAND III., THE LOWLANDS, including Edinburgh and Glasgow as in Part I. 20 Maps and Plans. 4s.

ORKNEY AND SHETLAND, 9 Maps and Plans. 1s. 6d., cloth; 1s. paper

ENGLISH LAKES, 16 Maps and Plans. 5s.

YORKSHIRE, 30 Maps and Plans, 5s. (in parts, 3s. and 2s. 6d.).

DERBYSHIRE (Peak), 10 Maps and Plans. 3s. 6d.

EASTERN COUNTIES, 21 Maps and Plans. 3s. 6d.

SURREY AND SUSSEX, 19 Maps and Plans. 3s. 6d.

CORNWALL AND DEVON (North), 23 Maps and Plans. 3s. 6d.

CORNWALL AND DEVON (South), 22 Maps and Plans, 4s.

ISLE OF WIGHT, 8 Maps and Plans. 2s. 6d.

WALES (North), 33 Maps and Plans, 5s. (in parts, 3s. and 2s. 6d.)

WALES (South), 19 Maps and Plans. 3s. 6d.

IRELAND (North), 20 Maps and Plans. 4s.

IRELAND (South), 26 Maps and Plans. 5s.

Edited by M. J. B. BADDELEY, B.A., and C. S. WARD, M.A.

Maps by BARTHOLOMEW.

Fourth Edition. 537 pp., with New Map, 6s.

Also Published in Two Parts:—	{ Part I. SOUTH EUROPE. Part II. NORTH AFRICA AND ISLANDS. }	Each Volume sold separately Price, 3s. 6d.
-------------------------------------	---	--

MEDITERRANEAN

WINTER RESORTS.

A Complete and Practical Guide to the Principal
Health and Pleasure Resorts on the Shores of the Mediterranean.

With Special Articles on the Principal Invalid Stations
by Resident English Physicians.

By E. A. REYNOLDS-BALL, B.A., F.R.G.S.

Author of "Cairo of To-day," "Jerusalem," &c.

A special feature in this Edition are the Chapters on new and rising Winter Stations, such as Biskra, Helouan, Luxor and Assouan in North Africa; Ospedaletti, Rapallo, Spezia in Italy, and Syracuse and Taormina in Sicily.

EXTRACTS FROM REVIEWS.

"Written with trustworthy knowledge and a light hand."—*World*.

"Remarkably few errors. In this Mr. Reynolds-Ball is far ahead of Baedeker."—*Queen*.

"Readers may feel assured of its impartiality, and can confide in its advice."—*Scotsman*.

"Within its limits one of the best books of the kind that has come under our notice."—*Lancet*.

"Special care appears to have been taken by the Author to give the most recent and reliable information."—*Field*.

"It is easily seen that the author writes from personal experience, and we have not detected a single error throughout the book. We have no hesitation in saying that this small compact handbook should be found on the study table of every practitioner."—*Practitioner*.

"Contains a larger amount of practical information respecting these Health Resorts than any other work dealing with this subject. The facts are presented in a very interesting manner, and the excellent arrangement makes reference easy. It will prove a valuable handbook for physicians as well as for invalids."—*Medical Annual*.

London: KEGAN PAUL, TRENCH, & CO., Ltd.,
Charing Cross Road, W.C.

Paris: THE GALIGNANI LIBRARY, 224, Rue de Rivoli.

Also on Sale at the Bookstalls of the Principal French Railway Stations, and at the Continental Offices of Messrs. THOMAS COOK & SON, and HENRY GAZE & SONS, Limited.

Scotland.



ESTABLISHED

1867.

*On the main route
to Kelvingrove
Park,
Art Galleries, and
the University.*

TELEPHONES,

National, 583
(Douglas).
Corporation 658.

A. DUTHIE,

PHOTOGRAPHIC AND FINE ART DEALER,

**426 & 428 SAUCHIEHALL STREET,
GLASGOW.**

Photographs of Glasgow and the Clyde, Loch Lomond, the Trossachs, Edinburgh, &c. Best views. Various sizes. The largest selection in Scotland.

Etchings, Engravings, Photogravures, &c., from 12s. 6d. to £10 10s., of the Principal and Latest Works of Peter Graham, R.A., John Pettie, R.A., Joseph Farquharson, A.R.A., John McWhirter, R.A., and other eminent Scottish Artists.

Autotypes, Carbons, &c., from 1s. to £2 2s. of representative pictures by Rembrandt, Corot, Millet, Josef Israels, Greuze, &c.

Reproductions in various styles of the principal pictures in the National Gallery, London; Scottish National Gallery, Edinburgh; Walker Art Gallery, Liverpool; Glasgow Corporation, and other Collections.

Hollier's Platinotypes of the Works of Sir E. Burne-Jones, G. F. Watts, D. G. Rossetti, Albert Moore, &c.

ARTISTIC PICTURE FRAMING A SPECIALTY.

Derbyshire.

BAKEWELL

THE RUTLAND ARMS HOTEL.

UNDER new management, entirely refurnished and internally constructed and improved. Fishing free to visitors in the river Wy seven miles. Good stabling. Posting. Only three miles from Haddon and Chatsworth. Good Golf Links within ten minutes' walk.

TERMS VERY MODERATE.**Proprietor, T. TYACK** (Late of the New Bath Hotel, Matlock Bath)

Telephone: No. 12, Bakewell.

'BUS AT STATION.

BUXTON.

THE GEORGE FAMILY HOTEL.

A First-class House, adjoining the Baths and Pavilion Gardens; near the Church and Railway Station; Suites of Rooms, without staircases, for Invalids; Public Dining and Drawing Rooms; Private Sitting Rooms; Billiard, Reading, and Smoke Rooms. Every convenience pertaining to a good modern Hotel.

Moderate Terms. The House is detached, and has a splendid situation; well sheltered.

ELECTRIC LIGHT THROUGHOUT.*For Terms apply to W. F. MILL, Proprietor.*

TELEPHONE, NO. 0448.

*Telegrams:—"Crescent Hotel, Buxton."*CRESCENT HOTEL,
BUXTON.

FIRST CLASS. Best situation. Covered Colonnade to Baths, Gardens, Opera House, &c. Suites of apartments for Families. Rooms on ground-floor level if required.

Lighted throughout by Electricity.

TABLE D'HOTE AT SEPARATE TABLES. NEW LOUNGE.

EXCELLENT CUISINE. CHOICE WINES. BILLIARDS.

National Telephone No. 20.

CHAS. J. SMILTER, Proprietor.

Derbyshire.

BUXTON.

BALMORAL PRIVATE HOTEL.

MARLBOROUGH ROAD.

BEAUTIFULLY SITUATED NEAR MINERAL BATHS,
GARDENS, STATION, &c.

Comfortably Heated during Winter.

Telegrams - "BALMORAL, BUXTON."

Telephone No. 0481.

Proprietress, Mrs. LEE (Late of Ilkley).

MATLOCK BATH.

THE NEW BATH HOTEL.

A FIRST-CLASS Family and Residential Hotel, with all modern Improvements and every Comfort, standing in its own extensive and Ornamental Grounds. Situated in the most picturesque part of the Peak of Derbyshire. During the summer giving parties daily to Haddon Hall, Chatsworth, and Dovedale. Good Fishing in the District.

TENNIS. CROQUET.

**GOLF LINKS ON THE DRY LIMESTONE GROUND
CLOSE TO THE HOTEL.**

MOTOR HOUSE, with Pit. Certificated Repairer.

Large Natural Tepid Swimming Bath in the Hotel.

Stabling and Coach Houses.

**Sanitary arrangements perfect. Ten minutes from Railway
Station. Omnibus meets all Trains.**

TARIFF ON APPLICATION.

NATIONAL TELEPHONE, No. 39.

Devonshire.

**Central for the whole of North Devon, including Westward
Ho ! Clovelly, Hartland, Bude, Ilfracombe, and Lynton.**

FOUR-IN-HAND COACHES IN THE SEASON TO ABOVE PLACES.

*Adjoining Rail-
way Station with
private entrance
from platform.*

ROYAL HOTEL, BIDEFORD.

*Overlooking the
River Torridge
and
Old Bridge.*

THE MOST MODERN HOTEL IN WEST OF ENGLAND.

*Every Luxury and
Comfort.*

CONTINENTAL COURTYARD.

*Ventilation & Sanitary
Arrangements Perfect.*

Completely sheltered from E. & N.E. winds.

**Delightful
Summer and
Winter Re-
sort — mild,
yet bracing
and healthy.**

*Charming
neighbourhood*

**SPECIAL
WINTER
TARIFF.**

**SUPERBLY
FURNISHED
AND
LOFTY ROOMS.**

**Hot & Cold
BATHS.**



CHARLES KINGSLEY'S ROOM.

*French
and German
spoken.*

**FIRST-CLASS
Horses and
Carriages.**

**Finest
Stabling and
Lock-up
Coach-house
in
Devonshire.**

For situation the ROYAL is probably unequalled in the North of Devon, and from its size and the admirable way in which it is fitted out must be regarded as one of the best Hotels in the West of England. It stands amid the interesting spots and charming scenery made notorious by *Westward Ho !* and is within easy distance of the many romantic nooks with which the North Devon coast abounds. A portion of the Hotel, built A.D. 1688, was formerly the mansion of a merchant prince, and retains the magnificent oak staircase and suite of state rooms, the ceilings of which are said to be of the grandest in the country, being the work of Italian artists 200 years ago. In the Drawing Room (see block) CHARLES KINGSLEY wrote a portion of *Westward Ho !* and on one of the panels hangs a portrait (said to be by Van Dyck) of John Strange, the grandfather of Rose Salterne (the fickle "Rose of the Torridge"), immortalised in *Westward Ho !*—*Vide Public Press.*

"BIDEFORD.—Chiefly remarkable for having a first-rate hotel."

Punch, Oct. 5, 1889.

Devonshire

BIDEFORD.

NEW INN FAMILY HOTEL.

The Oldest, Largest, and Principal Hotel in the Town.

PRIVATE SITTING ROOMS WITH EXCELLENT VIEWS.

The house is pleasantly situated in the centre of the town,
overlooking the river Torridge, and other Hotels.

Proprietor of the Clovelly and Bude Coaches in connection
with the L. & S. W. Railway.

HOT AND COLD BATHS. BILLIARDS, TWO TABLES.

H. ASCOTT, *Proprietor.*

BIDEFORD.

TANTON'S HOTEL.

(Unrivalled Position.)

The best centre for visitors to North Devon, Kingsley and
Tennyson countries.

"Most comfortable hotel in every way."—*Sporting and Dramatic.*

Famous for its First-class Cuisine. Moderate Tariff and "En
Pension" terms.

W. GIDDIE, *Proprietor.*

ILFRACOMBE.

GRANVILLE BOARDING ESTABLISHMENT.

MAGNIFICENT SEA AND LAND VIEWS.

FINEST DRAWING-ROOM IN THE TOWN

45 BEDROOMS. BATHS. BILLIARDS.

BIJOU GUIDE GRATIS.

W. R. FOSTER, *Proprietor.*

Devonshire.

POPLE'S
NEW LONDON HOTEL,
EXETER.

FIRST-CLASS FAMILY HOTEL.

*Patronised by H.M. the King, when Prince of Wales, and
 T.R.H. the Duke and Duchess of York.*

**ADJOINING NORTHERNHAY PARK and NEAR THE
 CATHEDRAL AND STATIONS.**

Charming Old English Courtyard as Lounge.

TABLE D'HOTE. PERFECT CUISINE. NIGHT PORTER.

Hotel Omnibuses and Cabs.

Posting, Stabling, and Motor Garage.

Telegrams to "POPLE, EXETER."

FALMOUTH.

GREEN BANK HOTEL.

IS beautifully situated, with charming views of the Harbour, Pendennis and St. Mawes' Castles; and is replete with every Homely Accommodation for Families and Gentlemen. Hot and Cold Baths. Ladies' Drawing Room. Billiard Room. Posting in all its branches. High-class Hotel with Moderate Tariff. Visitors taken *en pension* during Winter Months. Hotel 'Bus meets all Trains and Steamers.

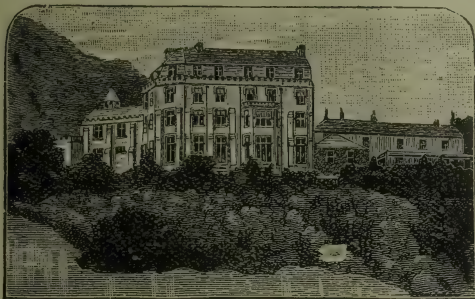
M. MITCHELL, Proprietress.

Devonshire.

LYNTON, NORTH DEVON.

ROYAL CASTLE

FAMILY HOTEL.



PATRONISED by the English and Continental Royal Families. First-class Hotel, especially favourite and attractive. Table d'hôte. Reading and Drawing Rooms. New Lounge. Smoking and Billiard Rooms, all facing the sea. Magnificent Views and Ornamental Grounds of Nine Acres. Electric light throughout. Charmingly situated.

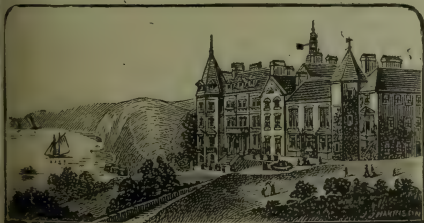
MOTOR GARAGE AND PETROL.

For Tariff apply **MANAGERESS.**

Telegrams: "CASTLE, LYNTON."

LYNTON, NORTH DEVON.

The Valley of Rocks Hotel.



Largest & Principal.

Situated in
own Magnificent
Grounds.

**600 feet above
and facing Sea.**

ELECTRIC LIGHT.

J. W. HOLMAN.
Resident Owner.

Telegrams:
"Holman, Lynton."

LYNTON COTTAGE HOTEL.

LATE RESIDENCE OF SIR C. SMITH.

LYNTON, NORTH DEVON.



SHELTERED AND SUNNY.

THIS Hotel is uniquely and picturesquely situated in its own beautifully wooded grounds five hundred feet above the sea, commanding unsurpassed land and marine views. Replete with every modern convenience and home comforts.

HUNTING. GOLF. BILLIARDS. CHOICE WINES. POSTING.

Two miles Private Trout Fishing for Hotel Visitors.

Telegrams: "COTTAGE HOTEL, LYNTON."

EDWARD HOLE, Proprietor.

LYNMOUTH, NORTH DEVON.

THE LYNDALE HOTEL.

ENGLISH SWITZERLAND.

FIRST-CLASS and old established. Facing the Bristol Channel, two minutes' walk from the beach, and overlooking the River Lyn. Fitted with electric light and modern improvements. Good smoking and billiard rooms.

SALMON AND TROUT FISHING.

Coaches run from the Hotel to Ilfracombe, Minehead, &c.

ALL CHARGES STRICTLY MODERATE.

Mrs. TOM S. BEVAN, Proprietress.

Telegraphic Address: "LYNDALE, LYNMOUTH."

MINEHEAD.

HÔTEL MÉTROPOLE.

The Largest and Most Modern Hotel
in Minehead.

Standing in its own Grounds of Several Acres.

Re-decorated and partly re-furnished. Electric Light
in Every Room. Heated throughout. Directly Facing
the Sea, Five Minutes from Golf Links (18 holes), One
Minute from Station.

GOOD BATHING.

SPLENDID TENNIS and

CROQUET LAWNS.

COACHING, &c.

FIRST - CLASS STABLING.

Central for Meets of Devon and Somerset Staghounds,
and other Packs.

Manager :

M. MOWAT.

Telegrams: "METROPOLE, MINEHEAD."

Devonshire.

SHIP HOTEL, PORLOCK.

(IN CENTRE OF STAG HUNTING DISTRICT.)

Visitors, Tourists and Families, will find Every Accommodation
combined with Moderate Charges.

Great Western Railway Coaches from Minehead, also Lynton and
Lynmouth, call daily at this old-established Hotel.

Posting in all its Branches.

GOOD STABLES AND LOOSE BOXES.

WILLIAM ROOK, Proprietor.

TORQUAY.

GRAND HOTEL.

BEST POSITION.

FACING SEA. NEAREST STATION.

NORTH WALES, Part II.

PRICE 2s. 6d. NET.

New Edition for 1904 Now Ready.

North Wales, Parts I. & II. in one Volume, price 5s. net.

London: DULAU & CO., 37 Soho Square, W.

THE HOMELAND HANDBOOKS.

No.		Cloth.	Paper.
1.	TONBRIDGE FOR THE ANGLER, THE HOLIDAY-MAKER, AND THE RESIDENT	1/-	6d.
2.	TUNBRIDGE WELLS OF TO-DAY	1/-	6d.
3.	"LONDON TOWN." By ERIC HAMMOND	1/-	6d.
4.	"LYONESE": THE ISLES OF SCILLY	1/6	6d.
5.	"WOLFE-LAND": THE WESTERHAM DISTRICT, KENT. By GIBSON THOMPSON	1/6	1/-
6.	"KENT'S CAPITAL": MAIDSTONE. Second Edition	1/-	6d.
7.	CROYDON, NEW AND OLD. Second Edition, with Map	1/6	6d.
8.	DARTMOOR AND ITS SURROUNDINGS	1/6	6d.
9.	ROCHESTER & CHATHAM WITH PEN & CAMERA	1/6	6d.
10.	REIGATE AND REDHILL	1/-	6d.
11.	"SURREY'S CAPITAL": GUILDFORD & DISTRICT	1/6	6d.
12.	DULVERTON AND DISTRICT: THE COUNTRY OF THE WILD RED DEER	1/6	6d.
13.	FARNHAM AND ITS SURROUNDINGS. Introduction by the late EDNA LYALL. Map	2/-	1/-
14.	GODALMING AND ITS SURROUNDINGS	1/6	6d.
15.	TEIGNMOUTH AND ITS SURROUNDINGS	1/6	6d.
16.	HASTINGS AND ST. LEONARDS. With Plan ...	1/6	6d.
17.	EPSOM AND ITS SURROUNDINGS (1902)	1/6	9d.
18.	MINEHEAD, PORLOCK, AND DUNSTER: THE SEABOARD OF EXMOOR	1/-	6d.
19.	CRANBROOK: THE TOWN OF THE KENTISH WEALD. 2nd Ed. (1902), with Map. By S. MARTIN ...	1/6	6d.
20.	DAWLISH & THE ESIUARY OF THE EXE (1902)	1/2	6d.
21.	ST. ALBANS: ITS ABBEY & ITS SURROUNDINGS	2/6	1/-
22.	BROMLEY, BECKENHAM AND CHISLEHURST	2/6	1/-
23.	EXETER AND THE CATHEDRAL	1/-	6d.
24.	KINGSTON-UPON-THAMES AND SURBITON ...	2/6	1/-
25.	EVESHAM AND ITS NEIGHBOURHOOD, INCLUDING BROADWAY. With Map	1/6	1/-
26.	PETWORTH & MID-WEST SUSSEX. With Map	1/-	—
27.	NEWQUAY, THE VALE OF LANHERNE & PER-RANZABULOE. By FANNIE GODDARD. With Map (1903)	1/-	6d.
28.	HASLEMERE AND HINDHEAD	2/6	1/-
29.	TAUNTON AND TAUNTON DEANE	2/6	1/-
30.	LITTLEHAMPTON, ARUNDEL, AND AMBERLEY	1/-	6d.
31.	TAVISIOCK AND ITS SURROUNDINGS	1/-	6d.
32.	PLYMOUTH: THE METROPOLIS OF THE WEST	1/-	6d.
33.	THE CHALFONT COUNTRY	1/6	1/-
34.	DUNSTABLE: THE DOWNS & THE DISTRICT ...	2/-	1/-
35.	THE QUANTOCK HILLS	2/6	—
36.	OXTED, LIMPSFIELD, AND EDENBRIDGE ...	1/-	6d.
	WEEK-ENDS IN DICKENS. LAND. With Map ...	—	9d.
	WEEK-ENDS IN HOP LAND. With Map	—	9d.

Handbooks for many other Towns and Districts are in active preparation.

THE HOMELAND ASSOCIATION, Ltd., 22 Bride Lane, Fleet Street, E.C.

English Lakes.

AMBLESIDE.

The principal centre of the English Lake District.

THE SALUTATION HOTEL, THE QUEEN'S HOTEL, & THE WATERHEAD HOTEL,

(Standing on the margin of Windermere Lake)

Are replete with every comfort and convenience, and offer First-class Accommodation to Families and Tourists.

GOLF LINKS WITHIN SHORT DISTANCE.

TAYLOR'S FOUR-IN-HAND STAGE COACHES leave the Hotels and Waterhead Pier several times daily for KESWICK, CONISTON, ULLSWATER, and THE LANGDALES, returning in time for Table d'Hôte.

POSTING IN ALL ITS BRANCHES. GOOD STABLING.

For Tariff and Information apply to—

THOMAS TAYLOR, Proprietor.

BUTTERMERE HOTEL

SPLENDIDLY SITUATED.

OVERLOOKING BUTTERMERE AND CRUMMOCK LAKES.

CENTRAL FOR MOUNTAIN CLIMBING.

GOOD FISHING AND BOATING.

COACHES DAILY FROM KESWICK, viâ HONISTER PASS.

TARIFF MODERATE.

Postal Address:
BUTTERMERE, COCKERMOUTH.

Telegraphic Address:
BUTTERMERE HOTEL.

JAMES EDMONDSON, Proprietor.

VALE OF GRASMERE.

BALDRY'S "MOSS GROVE"

FIRST-CLASS PRIVATE HOTEL.

(100 yards North of the Church).

Coffee-room and Public Drawing-room recently Enlarged.

THIS Hotel has been established to provide visitors to the Lake District with high-class accommodation at a reasonable tariff, particulars of which will be forwarded on application to E. H. BALDRY, Proprietor.

Coaches to all parts of the Lake District, char-a-bancs run to and from the Hotel, and meet all the Steamers at Waterhead Pier.

Carriages Ordered and Parties met by Appointment.

E. H. BALDRY, Proprietor.

English Lakes.

COWPERTHWAITE'S PRINCE OF WALES HOTEL, GRASMERE.

Patronised by H.R.H. The Prince of Wales, The Duke of Connaught, and the Nobility.

Delightfully situated on the shore of the Lake, within two minutes' walk of Dove Cottage, the early home of Wordsworth, and six minutes' walk of Grasmere Church.

"The loveliest spot that man hath ever found."—WORDSWORTH.

THE ONLY HOTEL ON THE LAKE.



FISHING AND BOATING.

VIEW OF HOTEL FROM THE LAKE.

Coaches Daily to Keswick, Ullswater, Langdales, Coniston, Windermere, and round Tarnmere. *Direct pony-tracks* to Easedale Tarn, Borrowdale, Derwentwater, Ullswater, and the tops of Helvellyn and Fairfield.

Communication by Through Trains:—

From **London** (by L. & N. W. R. to Windermere, and thence by coach), in $7\frac{1}{2}$ hrs.
 „ „ (by Midland & Furness Railways, and up Lake Windermere), in 8 hrs.

Telegraph: "Prince Hotel, Grasmere."

J. COWPERTHWAITE,
 PROPRIETOR.

English Lakes.

GRASMERE.

"The loveliest spot that ever man hath found."—Wordsworth.

The ROTHAY HOTEL,

MOST CENTRAL Hotel in the Lake District, with extensive Grounds. Adjoining the Church.

Now recognised as the Coaching Centre. Coaches to Coniston (Ruskin's home and burial-place), Ullswater, Keswick, and the Langdales, daily.

NEW GOLF LINKS JUST OPENED.

BEST CENTRE FOR CLIMBERS.

J. COWPERTHWAIT, Proprietor.

~~~~~  
UNDER SAME MANAGEMENT.

## PRINCE of WALES LAKE HOTEL.

The only Hotel situated near the Lake, with extensive grounds sloping to the water's edge.

Omnibus meets all Furness Co.'s Steamers at Ambleside.

TARIFF ON APPLICATION.

## DUNGEON GHYLL HOTELS, GREAT LANGDALE, near Ambleside.

*Close to Dungeon Ghyll and the Langdale Pikes.*

**M**OST conveniently situated for the ascent of Scafell and Bowfell; or for crossing the Passes to Wastwater, Borrowdale, &c. The best Guides, Conveyances, and Mountain Ponies, may be had at the Hotels (old and new); also all information respecting mountains and mountain passes.

JOS. YOUDELL, Proprietor.

*The "New Hotel" holds the Official Appointment of the GENERAL TOURIST'S CLUB. It is also Head-quarters of the C. T. C.*

English Lakes.

# THE DUN BULL HOTEL

## MARDALE.

The ONLY Hotel on Haweswater (the Highest Lake in England).

*Strongly recommended by medical men for fine, bracing climate.*

This Hotel is situated at the foot of High Street and Nan Bield Pass, and is *admittedly* the best centre for ascents on to hills lying between Ullswater and Lake Windermere. Within easy reach of

**SMALL-WATER, BLEA-WATER, HAYES-WATER,**  
in which and Contributing Streams Excellent Fishing may  
be had Free.

Book to Shap or Penrith (L. & N.W.). Parties met on receipt  
of Letter or Wire.

Postal Address: "MARDALE, PENRITH." *TARIFF ON APPLICATION*  
**Proprietor, HARRY USHER.**

---

# CROWN AND MITRE HOTEL.

## BAMPTON GRANGE, HAWESWATER.

The only Hotel in the fine Mountain District lying between Shap,  
Haweswater and Mardale, and Ullswater.

**BRACING AIR. CHARMING SCENERY.**

**GOOD FISHING** in River Lowther, and Little Water Tarn, &c.

*Parties met at Penrith and Shap Station (L. & N.W.)  
when required.*

Postal Address: "GEORGE CLARK,  
Bampton Grange, Haweswater, Nr. Penrith."

Telegrams to "CLARKE, HOTEL, BAMPTON GRANGE."

---

# SAM READ,

## BOOKSELLER & STATIONER,

## GRASMERE.

Depôt for all the best GUIDE BOOKS and MAPS of the  
LAKE DISTRICT.

**A Large Stock of Local Literature,**

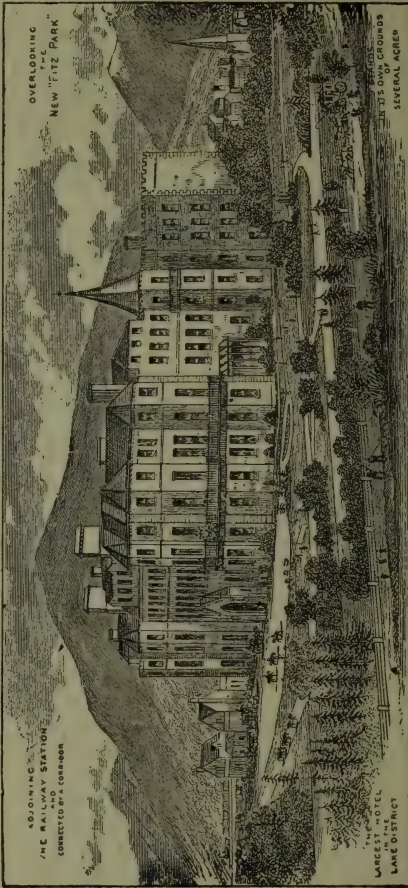
Including all the latest editions of the Lake Poets and other  
Authors.

**PHOTOGRAPHS, ARTISTS' MATERIALS.**

## English Lakes.

# THE KESWICK HOTEL.

(Lighted by Electricity.) Most convenient for Tourists en route to or from Scotland. This Hotel is pleasantly situated on an eminence overlooking the new Fitz Park, and commanding views of unsurpassed loveliness, including the principal Mountains of the District, and is within a few minutes' walk from



Special Boarding Terms, October 1st to July 1st,  
TARIFF ON APPLICATION.

Derwentwater. It is connected with the Railway Station by a covered way; porters attend all the Trains, and the guests virtually alight, at and depart from the Hotel. Spacious COFFEE and DRAWING ROOMS; also, lately added, a commodious and well-supplied READING ROOM and a RECREATION ROOM. The Kitchen is supervised by an experienced Chef. GOOD GOLF LINKS Free to Hotel Visitors. Passenger Elevator.  
**J. B. WIVELL, Lessee.**



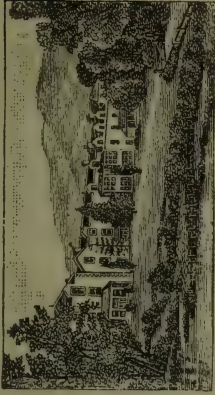
# DERWENTWATER HOTEL, PORTINSCALE, KESWICK,

IS A FIRST-CLASS FAMILY HOTEL,

Close to the Lake, close to Crosthwaite Church,  
and one mile from Keswick.

**GOOD CENTRE FOR DRIVING AND  
BOATING.**

Telegraph on the Premises. Telephone, No. 1 Keswick.



— ALSO —

# THE LODORE HOTEL, BORROWDALE.

This Hotel is at the Head of the Lake, at the entrance to Borrowdale, the falls being in the Grounds.

**ELECTRIC LIGHT. 'BUS MEETS ALL TRAINS.  
TELEGRAPHIC COMMUNICATION.**

A small Electric Launch plies between the two Hotels. **J. S. HARKER, Proprietor.**

## English Lakes.

### KING'S HEAD HOTEL, THIRLSPOT, near GRASMERE.

On the main road from Keswick ( $5\frac{1}{2}$  miles) to Windermere ( $15\frac{1}{2}$  miles) and the nearest to Keswick on the grand new Circular Drive of Thirlmere;  $1\frac{1}{2}$  miles from the Great Dam, and close by the "Castle Rock of Triermain."

Shortest Ascent of Helvellyn on Keswick side. Guide, 5s.; Pony, 5s.

BEAUTIFUL SCENERY. COMFORT. BED and BREAKFAST, 4s.

*JAMES EASTON, Proprietor.*

---

#### THIRLMERE.

### NAG'S HEAD HOTEL, WYTHBURN, near GRASMERE.

On main road from Windermere (13 miles) to Keswick (8 miles), and the splendid Circular Tour of Thirlmere.

Shortest and easiest ascent of Helvellyn. Horses and mountain-ponies.

COFFEE-ROOM ENLARGED. COMFORT & MODERATE CHARGES.

EDWARD EASTON, Proprietor.

Late JANE EASTON.

---

#### ULLSWATER.

### HOWTOWN HOTEL.

Postal Address—POOLEY BRIDGE, PENRITH.

**H**OWTOWN is situated by the side of the beautiful bay at the end of the first reach of Ullswater. It is 4 miles from Pooley Bridge (nearest Tel. Off.), 6 from Patterdale, 9 from Penrith Station, 5 from the majestic "High Street," and  $1\frac{1}{2}$  hours' walk from Haweswater.

The Hotel has recently been enlarged and undergone extensive alterations. It now affords every accommodation for visitors, is entirely under new management, with every comfort of home guaranteed.

There is excellent Trout Fishing in the Lake, also in the Streams close by. Boats can be hired from the Hotel. Steamer Pier is within three minutes' walk from Hotel. Steamboat calls 8 times daily.

Parties taken in to Board and Lodge on  
Reasonable Terms.

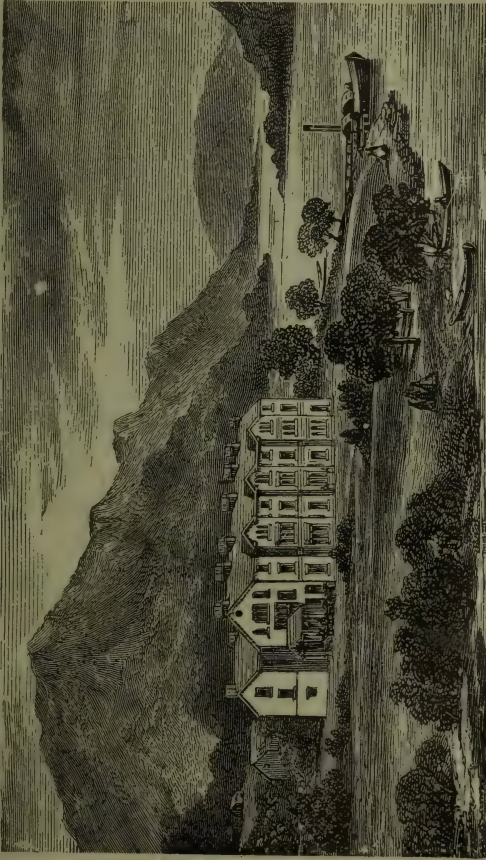
**WALTER BALDREY, Proprietor.**

# English Lakes.

**Tariff on Application.**

Table d'Hôte, 7.30 p.m.

**ELECTRIC LIGHT THROUGHOUT.**



**Conveyances to all Parts of the District.  
BILLIARDS, BOATS, &c.**

and varied Views of the Lake and of the wild secluded glens and lofty rugged heights with which this picturesque and beautiful neighbourhood is surrounded. Helvellyn and Aira Force are in close proximity.

The Steam Yacht and Coaches start from the front of the Hotel several times a-day. Certified Sanitation.

*Tel. Address:* "Bownass, Glenridding."

**THOS. BOWNASS, Proprietor.**

Is one of the largest and best situated first-class Hotels in the district for Families and Tourists, delightfully placed on the shores of Ullswater, within a few yards of the Steam Yacht Pier, and commands most charming

English Lakes.

---

# RIGG'S HOTELS.

---

## RIGG'S WINDERMERE HOTEL WINDERMERE.

Nearest Hotel in the Lake District to the West Coast  
Route to Scotland.

Convenient to Windermere Railway Station (L. & N. W. Railway).

Telephone No. 6.

Telegrams: "RIGGS, Windermere."

---

## \* RIGG'S CROWN HOTEL, BOWNESS-ON-WINDERMERE.

Stands on an eminence, close to Lake, Steamer and Boating Piers.

Telephone No. 3.

Telegrams: "CROWN, Windermere."

---

## \* RIGG'S BELSFIELD HOTEL, BOWNESS-ON-WINDERMERE.

Standing in extensive grounds, close to Lake, Steamer and  
Boating Piers.

Refurnished throughout by Waring & Gillow, Ltd.

Telephone No. 23.

Telegrams: "BELSFIELD, Windermere."

---

### \* NEAREST HOTELS TO GOLF LINKS.

---

All the Hotels have the Electric Light throughout, and have  
situations which command the finest views of Lake, Mountain,  
and Landscape Scenery.

Four-in-Hand Coaches leave the Hotels daily during the  
Summer Season for all Parts of the District.

### POSTING IN ALL ITS BRANCHES.

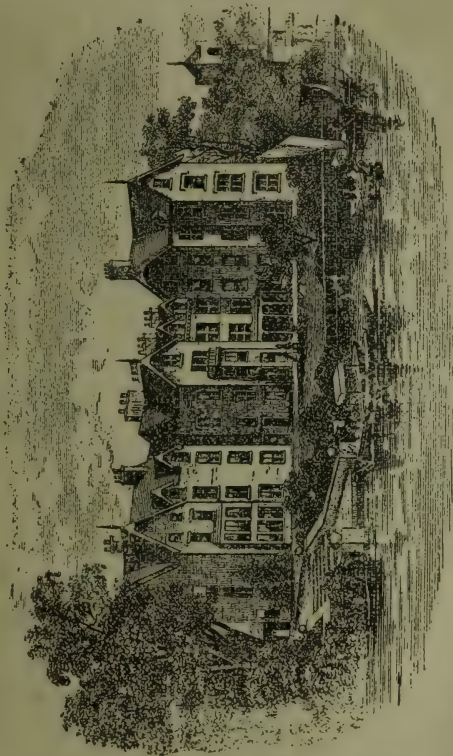
Tariffs will be forwarded on application—

**RICHARD RIGG, Proprietor.**



## English Lakes.

Billiards, Hot and Cold Baths, Lawn Tennis, &c.  
**SPLENDID GOLF COURSE**  
 WITHIN EASY DISTANCE.



**OLD ENGLAND "LAKE" HOTEL, BOWNESS-ON-WINDERMERE.**  
*Within a hundred yards of the Steamboat Pier.*  
**LIGHTED BY ELECTRICITY.**

Four-in-Hand Coaches daily throughout the season to Coniston, Grasmere, Keswick, Ullswater, and the district generally.

Omnibuses attend all Trains at Windermere Station; also at the Steamboat Pier, the Boats from Lake Side (terminus of the Midland and Furness route) and Ambleside.

A First-class Hotel, patronised by the Nobility and best English and American families. Electric Light throughout. The Grounds extend to the Lake, with private Boat-landings.

*Tariff on application.*

**R. BOWNASS, Proprietor.**  
 Also of the old-established ROYAL HOTEL, BOWNESS, thoroughly renovated.

(Tel. Address: "Old England, Windermere.")  
 (Telephone No. 12.)

## English Lakes.

# SWAN HOTEL, NEWBY BRIDGE.

At the foot of WINDERMERE LAKE.

*Within a mile of Lake Side Station and Steamboat Pier of the Furness Railway.*

ONE of the oldest Hostelrys in the English Lake District, and patronised for a century past by the Celebrities of the day, the good old-fashioned style being studiously retained by the present Proprietor. Tariff economically arranged. One of the most charming Retreats in the Lake District. For Boating, Fishing, lovely Walks and Drives, and for retirement, this Hotel is unsurpassed in the district.

GOLF LINKS (9 Holes) 10 Minutes from Hotel.

EDWIN WAUGH says—"Home-like and well furnished."

NATHANIEL HAWTHORNE says—"The gem of the Lakes."

GUIDES GENERALLY say—"One of the loveliest beauty-spots."

### IMPROVED SERVICE OF THROUGH TRAINS.

Spacious Coffee Room. Table d'hôte (Separate Tables).

LUNCHEONS AND AFTERNOON TEAS A SPECIALITY.

~~~~~  
Postal Address: "Swan Hotel, Newby Bridge, Ulverston."

Telegrams: "Revell, Newby Bridge."
~~~~~

**WM. T. REVELL, Proprietor.**

## Ireland.

# THE SLIEVEMORE HOTEL, DUGORT, ACHILL ISLAND CO. MAYO, IRELAND.

REMODELLED and enlarged to meet the requirements caused by the New Railway to the Island, promoted by Mr. A. J. Balfour. Situated in the immediate vicinity of the Grand Mountains of Slievemore and Crongurun, and the Menawn "Cathedral" Cliffs; close to the Bathing-strands and the Seal Caves of Dugort. The cooling breeze from the Atlantic in summer makes the air of Achill most charming, and people suffering from dyspepsia or nervous exhaustion are greatly benefited by a short stay in the Island.

The trips to the adjacent islands by boat are very interesting to the antiquarian, naturalist, and pleasure seeker. Good white and brown trout-fishing and shooting now attached to the Hotel.

Long Cars meet the Trains at Achill Sound to convey the visitors through to Dugort. Special arrangements can be made if visitors will correspond with the Proprietor.

TELEGRAMS: "DUGORT ACHILL."

**JOHN SEERIDAN.**

*Ireland.*

# ROSAPENNA HOTEL,

## CARRIGART, Co. DONEGAL,

*Gloriously situated on the Rossgull Peninsula, one of the most romantic parts of*  
**THE DONEGAL HIGHLANDS.**

This Hotel provides High-class Accommodation, and contains over Seventy Bedrooms and spacious Public Rooms, Billiard, Smoking, and Drawing Rooms.

**SALMON FISHING** Free to Hotel Visitors. **SEA & TROUT FISHING.**

**THE GOLF LINKS**, considered the finest natural Course, Eighteen Holes in a circuit of  $3\frac{1}{2}$  miles, encircle the Hotel.

**LAWN TENNIS COURT. BOATING.** Excellent and safe **SEA BATHING.** Boxes provided. Strand over Three Miles.

Specially-fitted Cycle Store Room. Dark-room for Photographers.

**Ample Accommodation for Motors.**

### "COAST LINE MOTORWAY."

**COVERED MOTOR COACHES** will leave **STRABANE** (Gt. N. Rly. Station) at 10.30 a.m. every Week-day, travelling *via* Letterkenny, Kilmacrenan, Milford, Carrigart, to **ROSAPENNA HOTEL**, from 1st JULY until further notice.

**MOTOR COACHES** will also leave **ROSAPENNA** every Morning at 10.30 a.m., returning by the above Route to **STRABANE** in connection with the Limited Mail (dep. 3.38 p.m.) for Dublin and Belfast.

For further particulars see "Coast Line Motorway" Time Table.

### "CHAR-A-BANC SERVICE."

*From 1st June to end of September.*

**A CHAR-A-BANC** will run Daily (Sundays excepted) between **ROSAPENNA HOTEL** and **OREESLOUGH STATION** (Letterkenny & Burtonport Railway) in connection with the 9.47 a.m. Up Train to Londonderry and the 12.10 p.m. Down Train from Londonderry.

Postal and Telegraph Office, Carrigart, County Donegal.

*Terms, &c., on application to* **THE MANAGER.**

## COUNTY DONEGAL.

# PORTSALON HOTEL

(ON LOUGH SWILLY).

**THIS** excellent Hotel, which affords first-class accommodation and every comfort to families, Golfers, and other tourists, is magnificently situated, with southern aspect, and commands sea and mountain views of matchless beauty. The Golf Links (18 holes) are the most sporting and picturesque in the country. Good Lake and Sea Fishing. Boating, Bathing, Tennis, Croquet, Billiards, Cycle Store, &c.

*Route via Londonderry and Rathmullen: thence by Coach daily on arrival of midday Steamer.*

Telegrams: "HOTEL, PORTSALON." For particulars apply **Manager.**

Ireland.

# SHELBOURNE HOTEL, DUBLIN.

CHARMING SITUATION OVERLOOKING STEPHEN'S  
GREEN PARK.

MOST CENTRAL POSITION.

MODERATE CHARGES.



CHOICEST CUISINE & WINES.

ELECTRIC LIGHT and PASSENGER LIFT.

## SHELBOURNE HOTEL, DUBLIN.



Ireland.

# HÔTEL MÉTROPOLE, SACKVILLE STREET, DUBLIN.



Telegrams: "MÉTROPOLE DUBLIN."

**Contains all MODERN ARRANGEMENTS to  
secure the Comfort of Visitors.**

**Spacious Accommodation. Excellent Cuisine and Wines.**

*Passenger Lift to all Floors.*

*Electric Light throughout. Moderate Charges.*

**THE HÔTEL MÉTROPOLE SOUVENIR GUIDE**  
Sent Free on Application.

**G. J. CAPSEY, Manager.**

Ireland.**GLENCOLUMBKILLE HOTEL,****CARRICK, CO. DONEGAL.**

**T**OURISTS AND ANGLERS will find the above a most comfortable Hotel, situated in the centre of the best cliff scenery in the British Isles, and within easy reach of the famous cliffs of Slieve League, Glen Head, and Muckcross.

GOOD SALMON, SEA TROUT, & BROWN TROUT FISHING,  
FREE TO GUESTS AT THE HOTEL,

Two Rivers and several Lakes, all quite close to Hotel.

---

**LONDONDERRY.****IMPERIAL HOTEL.**

**F**IRST-CLASS Family and Commercial. Occupies an elevated and healthful position within the old walls, close to the old Cathedral, County Court House, and best shops. Most central for all kinds of business. "Not being within reach," no disturbance by night from chimes of large clock, or disagreeable odours from the river.

THOS. MARSHALL HEGAN, *Proprietor.*

---

**ULSTER HOTEL,****GUILDHALL STREET and POST-OFFICE STREET,***(Opposite G. P. O.),***LONDONDERRY.**

This First-class Family and Commercial Hotel is situated in the best part of the city, directly opposite the Post Office and Guildhall.

**CHARGES MODERATE. PERFECT SANITATION.****Omnibus Attends all Trains.***Telephone, 163.***Miss KELLY, Proprietress.**

Ireland.

**SLIGO.****VICTORIA HOTEL***(FIRST CLASS),***PATRONISED BY ALL THE NOBILITY AND GENTRY.****T**OURISTS, Anglers, and Families will find every convenience, combined with cleanliness and moderate charges.**PRIVATE ROOMS, LADIES' SITTING ROOMS.****BATHS—HOT, COLD, AND SHOWER.****BILLIARDS AND GOLF.**

Gentlemen staying at this Hotel have the privilege of Free Fishing for Salmon and Trout on Lough Gill. Boats for hire. Posting in all its branches. Omnibus attends all trains.

**J. A. HALL, PROPRIETOR.***North Wales.***ABERDOVEY.****TREFEDDIAN HOTEL,****NORTH WALES.**

120 feet above Sea Level, affording beautiful views of Sea and Mountains.

**Mrs. M. HUGHES, Manageress.***(Late Cors-y-Gedol Hotel, Barmouth.)*

This Hotel is situate within a few minutes from Station, and adjoining the Golf Links, which are considered best in the country.

**Facing the Sea with S.W. aspect.****Good Shooting for Visitors in Hotel, on terms to be arranged.****Fishing may be had in the River Dywyni, Talylyn Lake, &c.***The Hotel is complete with Lounge, Smoking Room, Billiard Room, Drawing Room, Coffee Room, Private Sitting Room, &c., and**Equipped on Modern Principles.***BARMOUTH.****"Inveruga."** Board, &c. Charming sheltered situation on rising ground. Sunny S.W. aspect. Near a splendid beach. Extensive view of Cardigan Bay and the Mountains of Merioneth and Carnarvon. Bracing air. Abundant pure water supply. Hot and cold baths, and private bathing box. Covered balcony on the sea-front. Excellent cuisine. Certified sanitation. Quarter mile from Station. Established 1876.**Mrs. J. KYNOCH.****"WILD FLOWERS OF BARMOUTH AND NEIGHBOURHOOD."**

List of 750 plants.) 3rd Edition. 12 pp. Price 3d.

**JAMES KYNOCH, Barmouth.**

Wales.

# ABERYSTWYTH QUEEN'S HOTEL.

❖❖❖  
Facing  
the Sea,  
and  
Lighted  
by  
Electricity.



Soft Invigorating Atlantic Breezes, Pure Water from Plinlimmon, and excellent drainage.

The late Sir JAMES CLARKE, M.D., said:—"A fortnight at Aberystwyth is equal to a month at most watering-places."

**Boarding Terms from 3½ Guineas per Week.**

**TABLE d'HOTE at 7.30 o'clock.**

*Tariff on application to W. H. PALMER, Proprietor.*

MENAI BRIDGE.

## THE VICTORIA HOTEL.

STANDS IN ITS OWN GROUNDS.

**F**IRST-RATE accommodation and reasonable charges. Omnibuses to and from Bangor Station four times daily. The Steamers to and from Liverpool and other places land passengers at the New Pier, within three minutes' walk of the Hotel. Billiards. Head-quarters C.T.C. Dark and Developing Room for Photographers. Posting. Sea Bathing, Hot and Cold Baths, &c.

**TARIFF ON APPLICATION.**

A. THOMAS, Proprietress.



## North Wales.

# ORIELTON HALL

BARMOUTH, NORTH WALES.

FACING THE SEA.

**I**S the only establishment in Barmouth which enjoys the unique advantage of possessing private grounds. The Gardens and Woods, which are over 25 acres in extent, overlook the Sea, Estuary, and Mountain Ranges; they are well sheltered, and provided with level walks, where Visitors can enjoy the unique scenery without frequenting the public thoroughfares. Perfect Winter climate.



TERRACE IN PRIVATE GROUNDS.

Sanitary Arrangements certified perfect. Hot & Cold Water throughout.  
**BILLIARDS. SMOKING AND RECREATION ROOMS.**  
**PRIVATE LAWN TENNIS COURT.**

*A few minutes' walk from Station, Post Office, Church.*

**BEST CENTRE FOR HARLECH & ABERDOVEY GOLF LINKS.**  
**PRIVATE COACH MEETS GUESTS AT STATION.**

For Terms apply—**THE SECRETARY.**

## LLANFAIRFECHAN.

# QUEEN'S HOTEL,

The Largest and  
Best Appointed.

*On the main Ho'yhead road. C.T.C. Head-quarters.*

**L**LANFAIRFECHAN is the most central of all the watering-places on the coast of North Wales for the region of Snowdon:—7 miles from Bangor, 12 from Besumaris, 16 from Carnarvon, 25 from Llanberis (whence by rail to top, 5), 29 to Beddgelert, 7 to Conway, 11 to Llandudno, 23 to Bettws-y-Coed.

The rest of the Snowdon range within easy walking distance.

**CHARMING SEA VIEWS.**

**LANCELOT TARR, Proprietor.**

Telegraphic Address: "QUEEN'S, LLANFAIRFECHAN."

North Wales.

# LLANFAIRFECHAN, SEA VIEW BOARDING HOME.

**C**LOSE to Station, Beach, Church, &c. Charming Garden, Cycle Accommodation, excellent Water Supply, Sanitation perfect.

Under the personal superintendence of  
The MISSES GATCHELL.

---

COACH TO PORTMADOC TWICE A DAY FROM THE HOTEL, RETURNING IN THE AFTERNOON, ALL THE YEAR ROUND.



## MRS. M. JONES, PRINCE LLEWELYN HOTEL, BEDDGELERT,

begs to inform Tourists and other Ladies and Gentlemen visiting this beautiful and romantic spot that she has every accommodation conducive to their comfort, and that Cars, &c., can be obtained on the shortest notice.

LUNCHEON READY TO MEET ALL COACHES,

North Wales.

TREFRIW, near LLANRWST.

**HOTEL BELLE VUE**

Beautifully situated on the Banks of the Conway.



The Hotel has been extensively altered, entirely refurnished,  
and contains every accommodation and comfort.

**GOOD SALMON & TROUT FISHING.**

**TENNIS, GOLF, BILLIARDS.**

*Coaches daily to the District. Tariff on Application.*

Scotland.

**AULTBEA HOTEL,**  
**ROSS-SHIRE, N.B.**

**R**ECENTLY re-erected and fitted up with all the latest modern improvements, and luxuriously furnished. Hot and Cold Baths and Sea Bathing. There are lovely sands in close proximity to the house. The fresh-water Trout Fishing is excellent, and the Sea Fishing is good; all Free to Visitors. Special attention given to Cyclists.

For Rustic and Mountain Scenery the district is unsurpassed in the Western Highlands.

**TERMS STRICTLY MODERATE. POSTING & BOATING.**

Telegraph Office within a Minute's Walk.

*Route via Swift Steamer from Oban to Gairloch, or Coach from  
Auchnasheen Station.*

**THOMAS MACKAE, Proprietor.**

Scotland.

ABERDEEN.  
**THE PALACE HOTEL**

OWNED AND MANAGED BY  
 THE GREAT NORTH OF SCOTLAND RAILWAY COMPANY.



FRONTS UNION STREET—IN MOST CENTRAL POSITION OF THE CITY.

Electrically Lighted. Mechanically Ventilated. Hydraulic Lifts.

**EXCELLENT CUISINE. MODERATE CHARGES.**

*PERSONALLY PATRONISED BY*

Their Majesties the King and Queen; Their Royal Highnesses the Prince and Princess of Wales; and many other Royal and distinguished Visitors.

**COVERED WAY FROM STATION PLATFORM.**

Hotel Porters attend all Trains.

Luggage removed to and from the Hotel free of charge.

**SPECIAL.** — Visitors should be careful to address communications, "PALACE HOTEL, Aberdeen," otherwise inconvenience may arise.

**Miss McKILLIAM, Manager.**

*The Cruden Bay Hotel also owned by the Great North of Scotland Railway Company (see page 57).*



## Scotland.

---

**GREAT NORTH OF SCOTLAND RAILWAY COMPANY.**

---

*Seaside and Golfing Resort—*

### **CRUDEN BAY.**

**THIRTY MILES BY RAIL FROM ABERDEEN.**

Splendid Beach over Two Miles long. Sea Bathing, Boating, Fishing.

HEALTHY CLIMATE. BRACING AIR.

The Golf Course of 18 Holes, laid out by the Railway Company, is one of the best in the Kingdom.

Ladies' Course of 9 Holes.

# CRUDEN BAY HOTEL

OWNED BY

THE GREAT NORTH OF SCOTLAND RAILWAY COMPANY.

*Occupies a charming site, and overlooks the Bay.*

---

Lighted by Electricity. Lift.

Special Accommodation and Conveniences for Golfers.

**BOWLING GREENS. TENNIS COURTS. CROQUET LAWNS.**

*Electric Tramway for Visitors between Cruden Bay Station & Hotel.*

---

ADDRESS ENQUIRIES TO—

**W. I. TRENCHARD, Manager,**

*Cruden Bay Hotel, Port Erroll, N.B.*

---

*The Palace Hotel. Aberdeen, also owned by the Great North of Scotland Railway Company (see page 56.)*

Scotland.**WEEM HOTEL,****TAY BRIDGE, ABERFELDY, PERTHSHIRE.**

**T**HIS WELL-KNOWN FAMILY HOTEL is situated about one mile from Aberfeldy. The Hotel is commodious and comfortably fitted up, so that Families in quest of quiet and comfort may depend upon procuring every possible attention. The Hotel situation is acknowledged to be one of the best in Scotland, being thoroughly protected from all directions, and having a due South exposure.

*Families Boarded by the Week or Month.***Posting Establishment complete. Endless Drives.****Magnificent Scenery.****EXCELLENT GOLF COURSE. CHARGES STRICTLY MODERATE.**

'Bus will meet Parties at Aberfeldy Railway Station, one mile distant, on the shortest notice being given.

*Letters and Telegrams punctually attended to.***ROBERT MENZIES** Proprietor.**BAILIE NICOL JARVIE HOTEL,****ABERFOYLE.**

**T**HIS Hotel has been entirely rebuilt, and now affords excellent accommodation for Tourists and Families. It is situated amidst enchanting scenery on the banks of the River Forth, at the *Starting Point* of the *New Road* to the Trossachs and Loch Katrine, over which Coaches are run daily during the summer. Boats on Loch Ard and Loch Chon for Fishing and Pleasure Parties. Tennis Lawn. Golf. Posting. Billiards.

**Railway Station, Post and Telegraph Offices within two minutes' walk of the Hotel.**

**A. BLAIR,** Proprietor.**ACHNASHEEN, LOCH MAREE & GAIRLOCH.****THE OLD-ESTABLISHED COACH SERVICE**

along this famous route of thirty miles is still being run by the former proprietor of the Achnasheen Hotel.

Coach leaves Achnasheen on arrival of South Mail, about noon (Inverness depart about 9.50); returning from Gairloch in connection with train leaving Achnasheen about 3 p.m. (Inverness arrive about 5.15). Also (from 1st July) Gairloch depart 6.30 a.m., Inverness arrive about 2.30 p.m. in connection with Mail Train to South.

\* \* \* Connection with Mr. MacBrayne's Ss. "Mabel" on Loch Maree.

**For Seats apply to M. McIVER,**

Posting Master and Mail-coach Contractor,

**ACHNASHEEN, ROSS-SHIRE, N.B.**

Also Proprietor of the

**ACHANAULT HOTEL**

(6 miles short of Achnasheen) a quiet retreat for Fishing on Loch Achanault,  
**BOATS FREE.**

## Scotland.

# The . . . **AVIEMORE STATION HOTEL** **STRATHSPEY.**

Post, Telegraph, and Rail — “AVIEMORE.”

“A Highland Paradise.”—*The Gentlewoman*, 4th July 1903.



First-class

Residential Hotel

in the Finest

Scenery of the

Scottish Highlands.

**ELECTRIC LIGHTING.**

**PASSENGER ELEVATOR.**

**GOLFING AND FISHING.**

For Tariff apply to Mr. W. H. LEGGE, Manager

## **ARDLUI HOTEL.**

Head of Loch  
Lomond.

3 minutes' walk from Steamboat Pier and Ardlui Station,  
West Highland Railway.

**THIS** Hotel is beautifully situated amidst unrivalled scenery and commands a magnificent view of the Loch. The Hotel has been remodelled and refurnished, an addition has been made, and the lavatories and sanitary arrangements are new, and have been carried out on the most improved principles.

Visitors staying at this house will find every comfort and attendance, and have boats and fishing free. Delightful daily tours can be arranged to Loch Katrine, Loch Awe, Loch Tay, Loch Long, &c. Passengers travelling South by West Highland Railway change here for Loch Lomond and Loch Katrine.

**Parties boarded by week—special Week-end Terms—  
August excepted.**

**Telegrams: “Dodds, Ardlui.”**

**D. M. DODDS, Proprietor.**

N.B.—Grand Circular Tour by Rail, Coach, and Steamer daily from Edinburgh and Glasgow.

Further particulars can be obtained at Crianlarich and Ardlui Hotels, also from the North British and Caledonian Railway Companies Tourists' Guides.

Scotland.

# Ballachulish Hotel,

ARGYLLSHIRE,  
For GLENCOE.

UNDER NEW MANAGEMENT.

Magnificently Situated among the Grandest Scenery in  
the Highlands of Scotland.

**RAILWAY TO BALLACHULISH NOW OPEN.**

Five Minutes' walk from Ballachulish Ferry Station.

**T**HE Hotel is Large, and has been entirely Refurnished throughout. It is situated on the Margin of Loch Leven, in close proximity to the Steamboat Pier, where the magnificent Steamers belonging to Mr. David MacBrayne call several times a day during the Season. Ballachulish being the terminus of the Glencoe, Glenetive, Glenorchy, &c., Routes, and a splendid centre from which to visit these and other Places of Interest, parties going North or South on the Oban and Inverness Route will find it a charming place at which to break the journey.

Coaches are always in Waiting at the Pier.

**PARTIES BOARDED BY THE WEEK OR MONTH  
ON MODERATE TERMS.**

Excursions from Hotel and Pier to Pass of Glencoe and  
Back at very Moderate Fares.

**SEA FISHING.**

**BOATING.**

ADDRESS—

**MANAGER, BALLACHULISH HOTEL.**



Scotland.

BANAVIE.

# BANAVIE HOTEL, N.B.

*Junction of Caledonian Canal and West Highland Railway.*

TO SEE

## **BEN NEVIS**

YOU MUST STAY AT BANAVIE.

The Mountain cannot be seen at all from Fort William.

**EXCELLENT MOTOR GARAGE.**

**FINE NEW SEA-SIDE GOLF COURSE.**

BANAVIE is thus referred to by the independent press—

“Banavie is the great stopping-place between Oban and Inverness. There are endless walks and drives. It is the Interlaken of the Caledonian Canal.”  
—*Truth*, 11th August, 1887.

“A magnificent sight is Ben Nevis at Banavie. Better stay there and wake up with that in front of your window.”—MR. SIDNEY P. HALL in *Graphic*, 24th September, 1892.

“The Banavie Hotel is one of the best for excursions by boat or road. You can have superb air, fine views, and plenty of day trips without fatigue, crowding, or hurry, which is not the case with most Scotch centres. Try it, you cannot do better.”—*The Queen*, 10th April, 1897.

“The Banavie Hotel is excellent and up-to-date in every respect. So to travellers by this route I say, ‘Put in here: the “Banavie,” c’est mon avis.’”—SIR F. C. BURNAND in *Punch*, 26th September, 1900.

**JOHN MENZIES, Ltd., Proprietors**

**OF THE PALACE HOTEL, INVERNESS, and STATION HOTEL  
MALLAIG.**

**ELECTRIC LIGHT.**

Telegrams: “MENZIES, BANAVIE.”

Scotland.

# Invercauld Arms Hotel,

BALLATER, near BALMORAL CASTLE.

PRINCIPAL AND ONLY LICENSED.

FIRST CLASS.

PATRONISED BY ROYALTY.

DEESIDE IS THE SELECT TOURIST RESORT OF  
SCOTLAND.

POSTING IN ALL ITS BRANCHES.

GOOD GOLF COURSE.

**WILLIAM PROCTOR**, Lessee.

---

## BALMACARA HOTEL,

BALMACARA, ROSS-SHIRE.

In the midst of beautiful scenery. Most central Hotel for visiting the far-famed Loch Duich, Loch Long, Falls of Glomach, Duncraig, and Skye. Magnificent views of Skye Hills from Hotel. Splendid Drives.

Routes:—Rail to Strome Ferry, or Kyle of Lochalsh, thence drive; steamers *Claymore* and *Clansman* from Glasgow and Oban; or swift passenger steamer from Oban during tourist season; and also from Mallaig, the terminus of the West Highland Railway. Parties coming by steamer should order conveyance, as landing-place is over a mile from Hotel.

**POSTING. BOATING. SEA AND LOCH FISHING.**

**ARCHIBALD SINCLAIR.**

Telegrams—"SINCLAIR, HOTEL, BALMACARA."

Scotland.

**BLAIR ATHOLL.**

**ATHOLL ARMS HOTEL.**

(ADJOINING THE STATION.)

*Tel. Address : "Hotel, Blairatholl."*

**S**ITUATION unrivalled as a central point from which to visit the scenery of the Perthshire Highlands, such as Killiecrankie, the Queen's View of Loch Tummel, Lochs Tay and Rannoch, Glen Tilt and Braemar, the Falls of Bruar, Garry, Tummel and Fender, Dunkeld, &c.

This is also the most convenient resting-place for breaking the long railway journey to and from the North of Scotland.

*Posting Department extensive and complete.*

**D. Macdonald & Sons,**  
*Proprietors.*

ON THE ROYAL ROUTE TO BRAEMAR.

**THE BIRNAM HOTEL,**  
**BIRNAM, PERTHSHIRE.**

(STATION, BIRNAM & DUNKELD.)

**H**IGH-CLASS Family Hotel, standing in its own grounds, beautifully situated on the banks of the Tay. Elegantly Furnished. Every Home Comfort. **TARIFF VERY MODERATE.**

**SALMON & TROUT FISHING FREE.**

**CROQUET & TENNIS.**

**DARKROOM FOR PHOTOGRAPHY. POSTING.**

Scotland.

BOAT OF GARTEN, STRATHSPEY.

# STATION HOTEL.



COMFORTABLE TOURIST AND  
COMMERCIAL HOTEL.

The most central and nearest point to the famed Cairngorm  
Mountains, and within easy reach of Rothiemurchus  
Forest and Loch-an-Eilan.

POSTING IN ALL ITS BRANCHES.  
CYCLING. GOLFING.

**TROUT FISHING ON SPEY.**



INVERNESS.

## THE PALACE HOTEL



**T**HOUGH most central, it is undisturbed by the noise of street traffic; and, as it stands on the bank of the Ness, with a unique view of the River and the Castle, it has exceptional attractions as a High-class Tourist and Residential Hotel.

---

ONLY FIRST-CLASS HOTEL LIT BY ELECTRIC LIGHT.

*Close to the Cathedral, Ness Islands, and Northern Meeting Grounds.*

The only Hotel standing apart in its own Private Grounds.

MOTOR GARAGE.

---

**JOHN MENZIES, Ltd., Proprietors,**

Of BANAVIE HOTEL, N.B., and STATION HOTEL, MALING.

Scotland.

# ROYAL HOTEL

## INVERNESS.

Old Established. Most Central.  
Every Home Comfort.

.....

NEAREST FIRST-CLASS HOTEL TO THE POST AND  
TELEGRAPH OFFICES.

Directly Opposite the Railway Station.

.....

### →\* TARIFE. \*←

|                             | s. | s. | d. |
|-----------------------------|----|----|----|
| Single Bedrooms from 2 to 3 | 0  |    |    |
| Double Bedrooms „ 4 „       | 5  | 0  |    |
| Sitting Rooms „ 5 „         | 10 | 6  |    |

#### BREAKFAST or TEA.

|                                                    |   |   |
|----------------------------------------------------|---|---|
| Cup of Tea or Coffee ...                           | 0 | 6 |
| Plain Tea or Coffee ...                            | 1 | 6 |
| Tea or Coffee, with Eggs<br>or Cold Meat... ..     | 2 | 0 |
| Ditto, with Chops, Steak,<br>Ham and Eggs, or Fish | 2 | 6 |

#### LUNCHEONS. s. d.

|                                             |   |   |
|---------------------------------------------|---|---|
| Basin of Soup ... ..                        | 0 | 6 |
| Cold Meat, Vegetables,<br>and Cheese ... .. | 2 | 0 |

#### DINNERS.

|                                                  |   |   |
|--------------------------------------------------|---|---|
| Soup or Fish, Joint, and<br>Cheese... ..         | 3 | 0 |
| Soup or Fish, Joint,<br>Sweets, and Cheese... .. | 3 | 6 |
| Table d'Hote ... ..                              | 4 | 6 |

*Attendance, 1s. 6d. per Day.*

Hotel Porters await the arrival of all Trains, and an Omnibus  
attends the Caledonian Canal Steamers.

Under the PERSONAL MANAGEMENT of the PROPRIETOR,

Telephone No. 54.

**JOHN S. CHRISTIE.**

67  
**Scotland.**

---

**INVERNESS.**

---

**WAVERLEY HOTEL, INVERNESS.**

Unsurpassed  
for  
Situation  
and  
Comfort

---

Telegrams:  
"WAVERLEY."



Combined  
with  
Moderate  
Charges.

---

Telephone:  
No. 0179.

*One Minute's walk from the Railway Station.*

Porter of the Hotel attends all Trains,

And an Omnibus runs in connection with the Caledonian Canal  
Steamers.

**D. DAVIDSON, Proprietor.**

---

**INVERNESS.**

---

**WEST-END TEMPERANCE HOTEL**  
**39 UNION STREET.**

*(Two Minutes' walk from the Railway Station and G.P.O.)*

---

Central Situation. Home Comforts. Moderate Charges

---

**Miss DAVIDSON, Lessee.**

## Scotland.

**KINGUSSIE.****WOLFENDEN'S HOTEL.**

Half Way between Perth and Inverness.

**T**HIS FIRST-CLASS HOTEL, recently RE-BUILT and RE-FURNISHED is now replete with every comfort. Kingussie is acknowledged to be one of the most valuable Health Resorts in the North of Scotland.

**FISHING, GOLFING, BOWLING AND TENNIS.****POSTING IN ALL ITS BRANCHES.****BEAUTIFUL WALKS AND DRIVES.****BOOTS ATTENDS ALL TRAINS.**

Telegrams:—  
WOLFENDEN, KINGUSSIE.

**W. WOLFENDEN**  
Proprietor.

**LANARK (Falls of Clyde).****CLYDESDALE HOTEL.**

**F**IRST-CLASS accommodation for Families and Tourists. Special Term for Boarders by the Week-end, Week, or Month. Perfect Sanitary Arrangements. Spacious Hall for accommodation of Large Parties. Excellent Cuisine. First-class Wine. **BILLIARDS** (Two First-class Tables). Bus and Boots attend all Trains. Special accommodation and facilities for Motor Cars. Stabling and Posting in all its Branches. **Coach to Falls of Clyde, Clyde Valley** (the Orchard of Scotland), and Tillietudlem Castle Daily. **Charges Moderate.**

**WILLIAM H. COX, Proprietor.**

Lanark is strongly recommended as a Health Resort. Bracing Atmosphere.

**SUPERIOR GOLF COURSE** (18 holes) with Visitors' Tickets  
at Reasonable Rates. **GOOD CYCLING ROADS.**

**EXCELLENT TROUT FISHING** in the Clyde and Tributaries.**BOWLING. BOATING.****THE FALLS OF CLYDE**

are described in

**Baddeley's LOWLANDS, 4s.**

Also in

**Baddeley's HIGHLANDS, 6s. 6d.***See p. 23 Advertisements.*



Scotland.

**LOCH RANNOCH.****DUNALASTAIR HOTEL****KINLOCH RANNOCH, PERTHSHIRE.****D. C. MACMILLAN.**

**T**HIS Hotel is beautifully situated in one of the loveliest and healthiest districts of the Perthshire Highlands, at the foot of Loch Rannoch, and on the banks of the River Tummel. The Hotel has all been newly decorated and re-furnished, also greatly improved; is patronised by the Nobility and all the leading families.

**Free Fishing and Boats on Loch and River.**

This Hotel has the longest stretch of River Fishing in the District.

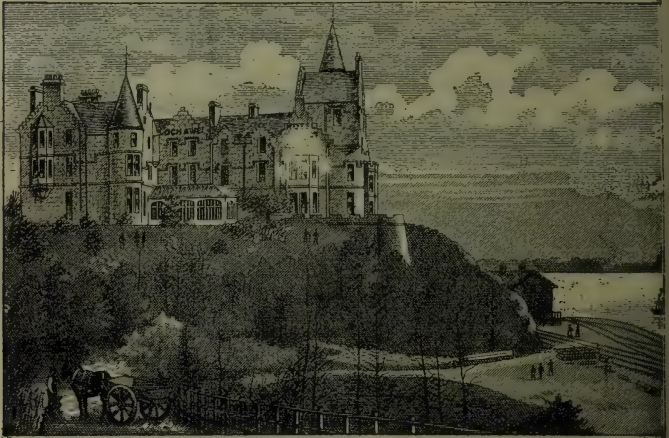
**POSTING ESTABLISHMENT.****Also at STRUAN.****GOLF COURSE.****TERMS MODERATE.****Excellent Accommodation for Motors.**

Telegrams: 'DUNALASTAIR HOTEL, KINLOCH RANNOCH,' and  
'MACMILLAN, STRUAN, CALVINI.'

Scotland.

# LOCH AWE HOTEL.

(LOCH AWE STATION, CALEDONIAN RAILWAY.)



Passenger Lift from Station to Hotel.

ELECTRIC LIGHT THROUGHOUT.

SALMON AND TROUT FISHING  
ON LOCH AWE, FREE.

BOATING. BILLIARDS. LAWN TENNIS.  
CARRIAGES, &c.

**D. FRASER, Proprietor.**

Scotland.

**LOCH AWE.**

# **The Portsonachan Hotel,**

## **Portsonachan.**

THE OLDEST-ESTABLISHED HOTEL ON LOCH AWE,  
**Having First-class Angling Facilities.**

**T**HIS HOTEL has superior advantages. It is beautifully situated and easy of access, only an hour's sail from Loch Awe Station (Callander and Oban Railway), where the Hotel Steamer, "**Caledonia**," will make connection with the principal trains during the season. (See Murray's Timetable).

NOTE.—Splendid Trout Fishing on Lochawe and fifteen other Lakes, Stocked with Rainbow, Brown, and Lochleven Trout, Free to Visitors.

Letters delivered twice and despatched three times daily.

Postal, Telegraph, and Money Order Office in Hotel Building.

Presbyterian and Episcopalian Churches within easy walking distance of Hotel.

**Posting and Coaching. Beautiful Drives.**

**FIRST-CLASS BOATS. EXPERIENCED BOATMEN.**

**CHARGES MODERATE.**


**NEW BILLIARD ROOM ADDED.**

The Steamer will meet any Train at Lochawe Station, by Special Arrangement.

**THOMAS CAMERON, Proprietor.**

(Originator of the Glen Nant and Falls of Blairgour Circular Tour.)

Telegraphic Address:—"CAMERON, PORTSONACHAN."

 Illustrated Hand-book Free for the asking. Mention Baddeley's Guides.

## Scotland.

Under Royal  
Patronage.



Twice Visited by  
Queen Victoria.

# LOCHEARNHEAD HOTEL,

PERTHSHIRE, 12 miles by Railway from Callander.

Lochearnhead Station close to Hotel is now open, book *via* Comrie.

**L**ONG established; excellent accommodation for Families and Tourists, with every comfort, and quiet; high and dry; charmingly sheltered at the foot of the wild Glen Ogle ("The Kyber Pass"). Commands fine views of the surrounding hills and loch; the old Castle of Glenample; the scenery of the Legend of Montrose, in the neighbourhood of Ben Voirlich; Rob Roy's Grave; Loch Voil; Loch Doine; Loch Lubnaig; with many fine Drives and Walks. Most comfortable place for breaking the journey to Oban.

**GOLF COURSE IN CONNECTION WITH THE HOTEL.**

Posting and Carriages. Billiards.

Trout and Char Fishing Free. Episcopal Church.

LADIES' GOLF COURSE ADJOINS HOTEL.

'Bus meets the principal Trains during Summer.

**E. MAISEY, Proprietor.**

## THE NEW RAILWAY

BETWEEN

# ST. FILLANS & BALQUHIDDER

(BY LOCHEARNHEAD)

IS

NOW OPEN THROUGHOUT,

And forms a Direct Communication

BETWEEN THE

# EAST AND WEST OF SCOTLAND

(PERTH AND OBAN),

TRAVERSING SOME OF THE

**FINEST SCENERY OF PERTHSHIRE.**



Scotland.

O B A N.

# Great Western Hotel

LARGEST AND LEADING HOTEL.

THIS large and handsome Hotel, within five minutes' walk of the Railway Station, and close to the Steamboat Pier, commands the finest situation, overlooking the Bay.

RE-DECORATED AND RE-FURNISHED,  
and equipped with every modern accommodation for the comfort and convenience of Travellers, Families, and the Public.

A Luxurious Smoking Lounge, handsomely furnished, has been added.

LIGHTED BY ELECTRICITY.

PASSENGER LIFT.

Cuisine under an Experienced and Efficient Chef.

*All Wines, Spirits, and Cigars carefully selected.*

An Omnibus attends the arrival and departure of Trains and Steamers, and conveys Visitors *Free of Charge*.

**Charges Moderate.**

**Tariff on application.**

Special Boarding Terms, prior to 1st July and after 21st Sept.

MOTOR GARAGE WITH INSPECTION PIT.

**ALEX. MCGREGOR, Proprietor.**

(Late of BALLATER and BRAEMAR).

*Scotland.*

---

**OBAN.**  
**BOYD & Co.**

56 & 58 GEORGE STREET.

---

*The Leading Establishment in the Highlands*  
 for the supply of all kinds of Books, Stationery, Fancy Goods,  
 Charts, Maps, Guide Books, Photographs, Artists' Drawing  
 Materials, Highland Crooks, Walking-sticks, &c.

---

Visitors should purchase BOYD'S

**SIXPENNY GUIDE TO OBAN AND NEIGHBOURHOOD**

By M. J. B. BADDELEY, Editor of "Thorough Guide" Series.

Plan of Oban and 4 Maps by BARTHOLOMEW.

Crown 8vo., 6d.; post free, 8d.

"Will be of great service to Tourists. Day Excursions admirably planned."  
 SCOTSMAN.

---

**Monthly Time Table and Diary, 1d., by post 1½d.**

"One of the signs of modern times."—MAIL.

---

**FURNISHED HOUSES**

And APARTMENTS to Let in Oban and West Highlands.

*Printed Lists Free on Application. Postage 1d.*

---

**BOYD & CO.,**

**PRINTERS,**

**BOOKSELLERS, STATIONERS & NEWS AGENTS.**

(Facing the Bay.)

Telegrams—"BOYD, BOOKSELLERS, OBAN."

Scotland.

**O B A N.****KING'S ARMS HOTEL****FIRST-CLASS TOURIST AND COMMERCIAL.**

This old-established Hotel has just been Rebuilt and Enlarged. Has a commanding Sea View; is adjacent to the Railway Station and Steamboat Wharf; and possesses home comforts, combined with moderate charges.

Ladies' Drawing Room. Billiard, Smoking, and Bath Rooms.

Parties Boarded on moderate terms.

**TABLE D'HOTE DAILY.****PORTERS WAIT THE ARRIVAL OF TRAINS & STEAMERS.**

In connection with Richmond Arms Hotel, Tomintoul  
(by Ballindalloch).

**J. M. MAC TAVISH, Proprietor.**

**PITLOCHRY.****SCOTLAND'S FIRST-CLASS FAMILY HOTEL**

*(Three Minutes' Walk from Station).*



**T**HIS commodious and well-appointed Establishment has been enlarged to meet the requirements of its increasing connection. Is beautifully situated in the centre of the village of Pitlochry, overlooking the Vale of Atholl. It contains Forty Bedrooms, lofty and well-ventilated, Spacious Drawing and Dining Rooms, Private Sitting Rooms, Commercial Room, Smoking and Billiard Rooms. This house possesses everything requisite to promote the comfort and convenience of Visitors.

**Hot and Cold Water Baths. Boots waits arrival of all Trains.**  
**Charges Moderate.**

**E. SCOTLAND, Proprietress.**

**HEAD-QUARTERS CYCLISTS' TOURING CLUB**

**TELEGRAMS TO "SCOTLAND, PITLOCHRY."**

Scotland.

**PITLOCHRY.****FISHER'S HOTEL, LTD.,****First-Class Family Hotel and  
Posting Establishment.**

**THIS Hotel is situated in its own Grounds, close to the Railway Station. The Public Rooms are large and handsome. The Private Sitting Rooms and Bedrooms are elegantly furnished, and overlook the Flower Garden, which is allowed by all Visitors to be the finest attached to any establishment of the kind.**

**Parties can visit from this Hotel, Dunkeld, the Queen's View on Loch Tummel, Kinloch-Rannoch, the Pass of Killiecrankie, Glentilt, the Falls of Bruar, &c.**

**Pitlochry is on the direct route to Braemar and Balmoral Castle, by Spittal of Glenshee; and to Taymouth Castle, by Aberfeldy. Good Salmon and Trout Fishing on the River Tummel for Hotel Visitors.**



**Excursion Coaches and Brakes leave the Hotel daily during the season for Pass of Killiecrankie, Queen's View on Loch Tummel, Falls of Bruar, Dunkeld, Kinloch-Rannoch &c.—a fresh Excursion each day.**

**NEW COACH ROUTE.**—From 1st July to 30th September, a Coach leaves Fisher's Hotel, Pitlochry, at 9 a.m. daily for Rannoch Station, on the West Highland Railway. This route, by Pass of Killiecrankie, Queen's View on Loch Tummel, Loch Rannoch, and the wild Moor of Rannoch, embraces some of the grandest and most beautiful scenery in Scotland. COACH FARES, 15s. (including Coachman's Fee). Fare to Kinloch-Rannoch, 7s. 6d., either Single or Return, and valid only for day of issue.

**MOTOR GARAGE & PIT. Resident Engineer for Repairs, &c.  
PETROL FOR SALE.**

**Telegraphic Orders for Apartments, Carriages, Coach Seats  
punctually attended to.**

**Address "MANAGER."**



Scotland.

# MOULIN HOTEL, PITLOCHRY.

Three-quarters of a Mile from Pitlochry Station and  
550 feet above Sea Level.

SMOKE ROOM. BEAUTIFUL SITUATION.  
INVIGORATING AIR. POSTING.

*TERMS MODERATE.*

M. HARPER, Proprietress.

---

## ST. FILLANS.

---

On the new line from Comrie (6 miles) to Lockearnhead (8 miles).

Excellent Trout Fishing on Loch Earn and River, free.

# Drummond Arms Hotel,

ST. FILLANS, by COMRIE,  
PERTHSHIRE.

**E**XTENSIVE alterations and additions have recently been made to this Hotel, giving greatly increased accommodation for Families and Tourists. Large New Dining and Billiard Rooms added, and the Sanitary arrangements are on the most improved principles. St. Fillans is beautifully situated at the foot of Loch Earn, and is one of the loveliest places to be met with anywhere

*Baddeley's Guide* calls it—

“The quintessence of undesigned loveliness.”

Boats for Fishing and Carriages for Hire.

GOLF COURSE CLOSE TO HOTEL.

JAMES CARMICHAEL, Proprietor.

**ISLE OF SKYE.****BROADFORD HOTEL.****GREATLY EXTENDED 1904.**

**T**HE best starting-place for the Ouchullins, Loch Scavaig, and Loch Cornisk, which are seen to greatest advantage when approached from the sea.

Good Sea, River, and Loch Fishing. Loch Leven and Rainbow Trout Lochs ; also Boats free of charge. Parties boarded at moderate terms. All Steamers between Oban, Kyle of Lochalsh, Portree, Gairloch, Stornoway, &c., call here daily.

The new Pier is now open, and all steamers land passengers there. Boats will await arrival of steamers during the season.

**POSTING. POST AND TELEGRAPH OFFICE.***E. ROSS, Lessee.***ISLE OF SKYE.****SLIGACHAN INN,****(SWITZERLAND IN SKYE).**

"The rock-climbing centre par excellence of the British Isles."  
(See BADMINTON LIBRARY, Vol. Mountaineering, page 342).

**NOW OPEN. NOW OPEN.****ENLARGED, IMPROVED, AND REFURNISHED.****GOOD SEA-TROUT FISHING AND ALSO LOCH AND SEA FISHING.**

The Inn is within walking distance of the famed Loch Cornisk and is situated at the foot of the Ouchullin Hills. Scenery unrivalled.

**JOHN CAMPBELL, Manager.**

Scotland.

**NETHYBRIDGE-ON-SPEY, STRATHSPEY.**

# **NETHYBRIDGE HOTEL.**



**NEW FIRST-CLASS  
FAMILY HOTEL,**  
near the base of the  
Cairngorm Mountains.  
Situated amongst the  
famous Pine Woods of  
Strathspey. 700 feet  
above sea-level. Re-  
plete with every com-  
fort. **Dry, Bracing  
Climate. Acknow-  
ledged Most Valu-  
able Health Resort.**

*Moderate Charges.*

**Special Boarding Terms for Families.**

**BILLIARDS. POSTING ESTABLISHMENT.**

**TROUT FISHING FREE.**

**GOLF, TENNIS, AND CROQUET.**

**CHARMING DRIVES AND WALKS.**

**UNDER THE PERSONAL MANAGEMENT OF MR. & MRS. MACKENZIE**

Route *via* Perth and Dunkeld to Broomhill Station,  
Highland Railway.

**A. G. MACKENZIE, Proprietor.**

*Thorough Guides.*

**BADDELEY'S**

## **NORTHERN HIGHLANDS**

**(SCOTLAND, Part II.)**

**FROM SPEYSIDE AND GAIRLOCH**

**to**

**JOHN O'GROATS AND CAPE WRATH.**

*3s. 6d. Net.*

Scotland.

# STRATHPEFFER SPA HOTEL

**PATRONISED BY ROYALTY.**

The oldest-established and leading Hotel in the Harrogate of the North. Highest and finest situation.



## The SPORTING HOTEL of the HIGHLANDS.

Salmon Angling on the River Conon, and  
Trout Fishing in Loch Garve, Loch Luichart, free to Visitors.  
Private Beats by Arrangement.

Close to fine sporting 18-hole Golf Course.

**TENNIS. CROQUET. CRICKET.**

**RECREATION AND BALL ROOMS.** Electric Light throughout.

Superior Stud of Carriage and Saddle Horses.

**G A R A G E.**

Telegraphic Address—"WALLACE, STRATHPEFFER."



